

LIFE



FLIGHT ACROSS AMERICA

SEPTEMBER 16, 1940 **10** CENTS
YEARLY SUBSCRIPTION \$4.50



The Old South First Welcomed it...

"When coffee was served in the Old South, my grandmother said it was always that marvelous blend first welcomed at the famous old Maxwell House. Today, my family takes pride in serving the wonderful new Maxwell House."

says Mrs. Benson Blake Martin Jr., lovely hostess of Vicksburg, Miss.



Now AMERICA WELCOMES A FAR RICHER, MORE DELICIOUS NEW MAXWELL HOUSE COFFEE!



Helen: "Heavens, I don't blame you for wanting a third cup, Ruth! . . . This new Maxwell House is delicious, isn't it!"

Ralph: "You know, Ruth, I was one of those people who didn't believe they could improve Maxwell House . . . but by George, they have! I understand they've done two big things . . ."



Yes, the new Maxwell House has been improved—two ways. *First*, the famous Maxwell House blend has been enriched with choice, extra-flavor coffees from the highlands of Central and South America, all brought to the peak of their delicious perfection by the exclusive Maxwell House formula . . .



Then, these superb coffees are roasted *evenly*, through and through, by the special Radiant Roast method. And this perfectly blended, perfectly roasted coffee comes to you *roaster-fresh*, in the super-vacuum, Vita-Fresh can. Get Maxwell House—today! A product of General Foods.



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Now—more than ever
GOOD TO THE LAST DROP

Tune in Thursday Evening! "Good News of 1941" with Fanny "Baby Snooks" Brice, Dick Powell, Mary Martin, Meredith Willson's Orchestra. NBC Red Network.

NEW 1941 CHEVROLET

FIRST SHOWING

SEPT. 21



*You'll
say*

"FIRST BECAUSE IT'S FINEST"

Eye It—Try It—Buy It Again! . . . It's the largest, liveliest, most luxurious car ever produced by the builder that has won first place in motor car sales during nine of the last ten years, including 1940.

CHEVROLET MOTOR DIVISION, General Motors Sales Corporation, DETROIT, MICHIGAN

This One



BEYQ-YCG-2UEC

SEE IT AT YOUR LOCAL





CHEVROLET DEALER'S

RIDING A BIKE IS SWELL EXERCISE

JACKIE COOPER
IN
PARAMOUNT'S
"LIFE WITH HENRY"
FEATURING THE ALDRICH FAMILY

DID YOU KNOW THE CORNELL FOOTBALL TEAM TRAINS ON BIKES?

SURE, COACH SNAVELY SAYS EVERY BOY SHOULD RIDE A BIKE!

THERE'S SOMETHING THRILLING ABOUT TRAVELING UNDER YOUR OWN POWER

BICYCLING IS THE MOST INTERESTING EXERCISE I KNOW OF, THERE'S ALWAYS SOMETHING NEW TO SEE

RIDING A BIKE SURE SWEEPS THE COBWEBS AWAY

YES, AND I THINK FALL IS THE BEST TIME OF YEAR FOR CYCLING



IT'S FUN TO RIDE A BIKE

Riding a bike is ideal exercise for every youngster... and every member of the family who wants to stay young! Just try it. Carefree, you turn toward the open road. Fresh air pours into your lungs. Pulse quickens. Brain clears. You feel great! Why not get your share of this healthful fun? Buy a bike.

CYCLE TRADES OF AMERICA, Inc.
Chenon Building, New York City



Keep Trim—Keep Slim—Keep Cycling!

LETTERS TO THE EDITORS

Pensacola

Sirs:

Many thanks for your article on Pensacola (LIFE, Aug. 26). The training given to the prospective aviators there is something of which the Navy and the American people may well be proud.

MABEL FAUSER

Chicago, Ill.

Sirs:

LIFE's article on Pensacola is interesting and doubly so because of the picture of Commander Towers and Captain Read, who in 1919 flew across the Atlantic by way of the Azores.

I arrived in London that May morning from Paris and was at the American Headquarters as Commander Towers and Captain Read arrived with Admiral Sims, who had escorted them from Plymouth.

As I recall, Towers had an unfortunate accident that prevented his completing the flight and the honors that day went principally to Read, with much dining and celebrating at the American rendezvous in London, the Savoy.

In subsequent years much tribute and glory has gone to others for the aviation feat that Commander Towers and Read performed in 1919. One has read little in the press regarding the career of these men who are not only pioneers but unsung heroes who have continued their service to our country.

CHARLES BOURGET

Brockton, Mass.

Sirs:

Pipe the gob on deck of the old YP69 at Pensacola giving a very left-handed salute as he learns to pipe the captain aboard.

As a former lowly Army lieutenant, I took many a sloppy "figure four" back in 1917 but never from the port side.

CLIFFORD T. CRUDDINGTON

Bridgeport, Conn.



LEFT-HANDED SALUTE

● The gob knows his business and his left-handed salute is perfectly correct. He is the boatswain (bosun) and it is his duty to pipe the arriving officer aboard with his bosun's pipe. Because he is doing this with his right hand, it is proper for him to salute with his left.—ED.

Fall of France

Sirs:

In behalf of my country I wish to thank you for the very fair and enlightening article of M. Lazareff on the fall of France in the Aug. 26 issue of LIFE. In view of the propaganda about the "defection of France" circulated by the British, it is very timely indeed to show that our soldiers were defeated with honor and that Marshal Pétain and General Weygand were realists enough

(continued on p. 4)

Glamour Legs by Mojud



Every pair made with loving care...to bring you glamour, beauty, extra wear. Preferred by millions of women...Sold by over 6,000 stores, coast to coast.

SILK, 79¢ to \$1.25
NYLON, \$1.25 & \$1.35

MOJUD
the dependable
HOSIERY

TRADE MARK REGISTERED COPYRIGHT, 1940
MOCK, JUDSON, VOELKINGER CO. OF N. Y., INC.



MOTHER: "Mend! Mend! That's all I ever seem to do!"
AUNTIE: "Why not put Talon slide fasteners on the children's clothes? They're so neat and tidy. Cut down hours of mending. Even help youngsters to dress themselves!"



"AND THEY'RE SO EASY TO SEW IN: Just buy the right Talon slide fastener for the type of closing you want. And follow directions in the package. You'll find Talon fasteners at notion counters everywhere... in just one 'grade'—the best!"

TALON SLIDE FASTENER
REG. U.S. PAT. OFF.
MADE BY TALON, INC., MEADVILLE, PA.

THROUGH THE DAY YOUR BEST

Glamour Insurance

IS THE RIGHT BRA FOR EACH OCCASION

(THE CANDID CAMERA DOESN'T LIE)



Today life means activity—but there is never a moment when a woman can be careless about her appearance. Each occasion demands an appropriate costume and the correct bra.

And the candid camera is ever present—at the cafes, in theatres, at sports events, or on the avenue, smart clothes do not pass unnoticed.

For this age—and *this season*—Formfit gives you LIFE—the glamorous modern brassiere that keeps you looking your best in any position or situation, and *never* lets you down.

"Life" Bra Wardrobe by Formfit

More and more women have come to realize that to keep a truly smart and chic appearance, different costumes and different activities require brassieres of different design and construction. Formfit designers have met this need with the LIFE line of bras which includes many different styles in varied materials and sizes—one for each type of costume and for each figure type.

Select a complete bra wardrobe today at your favorite shop or corset department. It should include: *Day-Life*, *Sports-Life* and *Night-Life*—each containing special construction features, exclusive with LIFE, that insure positive control of your figure line.

\$1.25 \$1.75 \$2.50 \$3.50
SLIGHTLY HIGHER OUTSIDE U.S.A.



Starting the day right—she selects the correct brassiere for her first activity from a *complete* bra wardrobe.



And now for some exercise—to the tennis courts, but she takes *SPORTS-LIFE* along.



Down to the shops in a smart street costume—with *DAY-LIFE* to hold a smart figure line.



Dining and dancing—with *NIGHT-LIFE* to insure the "figure-glamour" that makes her noticed and admired.

"Life" BY *Formfit*

NOT GENUINE
WITHOUT THIS
TRADEMARK



THE MODERN
BRASSIERE
THAT NEVER
LETS YOU DOWN



MADE BY THE FORMFIT COMPANY • CHICAGO • NEW YORK



SECRETARIES SURE COME SMART THESE DAYS

YOU'RE WRONG. The gal on his lap is not his secretary. It's his wife. She's admiring that smooth, fresh-feeling Barbasol Face his secretary told him to get. No harsh irritants in modern Barbasol to dry, tighten, coarsen the skin. Only bland ingredients that soothe the skin as well as soften the beard. Try Barbasol and see what wonders it works with your face in ten short days or so.

YOU'RE RIGHT. He does have tender skin but shaves with Barbasol—with pleasure! Here's the secret! Barbasol is modern. Soothing, cooling cream that it is, Barbasol does the job of old-fashioned preparations without raising red with your skin. Quickest, cleanest, easiest, best-feeling shave you ever had. Try Barbasol and see. Three sizes: large tube, 25¢; giant tube, 50¢; family jar, 75¢. Five Barbasol Blades, 15¢.



For modern shaving—
No Brush—No Lather—No Rub-in

LETTERS TO THE EDITORS (continued)

not to sacrifice France uselessly once more.

The tragedy of France is immense and unique—beaten and defeated by her enemies, abandoned and starved by her friends, misunderstood and slandered by others. We owed it to the American people to tell the truth and LIFE does it.

JEANNE MERCIER

Oshkosh, Wis.

Sirs:

I'd like to take this opportunity to express my enjoyment of Pierre Lazareff's article. I sincerely hope that the people of this country profit by the mistakes of the people of France and prepare now against any danger or threat.

KARL E. FASER

Baton Rouge, La.

Sirs:

Pierre Lazareff writes that "the only member of the old government who has left France is General de Gaulle, the ambitious royalist who, after predicting the tragic course of events, went to London to form a rebel government."

Such a statement on the part of M. Lazareff is partly misleading, partly



CHARLES DE GAULLE

misinformed. It is misleading to cloud the issue by branding the one man who struggles for the return of France's honor with the name of "ambitious royalist." As head of the French forces, General de Gaulle is above all a French leader.

The statement of M. Lazareff is also misinformed because it is a fact that General de Gaulle is not at the present time the head of a rebel government and it was at no time his wish to set up such a government.

The following letter from General de Gaulle which I have just received and which I am at liberty to quote should dispel any doubts that your readers might still entertain:

"From many sources I hear that the American press at the time I began to marshal our forces here published sensational stories: according to them I was to set up a sort of government, partly made up of the most questionable politicians of the former regime.

"Such stories do not represent the truth. Immediately after the armistice it was expected in London that large numbers of representative Frenchmen would come over; they would have registered their protest against the policy of capitulation by setting up a 'National Committee.' As the French Government forbade everyone to leave, the expected exodus did not take place and I am not sure that we should regret it.

"As for me, my goal is very simple and in no way political. I am convinced that resistance was still possible at the time Marshal Pétain decided to lay down arms. Spiritually and materially the fleet was intact; at the side of the British Empire the French Empire could carry on a struggle which was not lost despite the defeat of France.

"The honor and the interest of France

(continued on p. 6)

ESSLEY

FRATERNITY ROW

SHIRTS

AUTHENTIC UNIVERSITY
AND SEMI-SPORTS FASHIONS

\$2 and \$1.65

ESSLEY SHIRT CO., EMPIRE STATE BUILDING, N. Y. C.

FORTUNA

"Hi There!"

Reg. U.S. Pat. Off.

No more
WAISTLINE ROLL!

No more need for a "Spare tire" at your waistline... "Hi THERE!" of 2-way stretch elastic, cotton and rayon, is extra high and extra long to smooth your figure comfortably into fashion's new long-line silhouette. Tiny stays prevent top from rolling. Washable. Small, Medium and Large sizes. \$2 Girdle or Pantie style.

Other Fortuna models \$1. to \$5. At leading stores, or write Dept. L9 for name of nearest dealer.

WOLFE & LANG, Inc.
35 WEST 32nd STREET • NEW YORK, N. Y.

A Frank Statement by Knox Gelatine

TO EVERY TIRED PERSON IN AMERICA

No research endeavor that blazes trails can escape discussion and argument. The recent evidence that, for many people, drinking Knox Gelatine fights fatigue is no exception!

The Knox Company can only tell the public that the original research on Knox as a fatigue-fighting food was made in an officially accepted medical school by a scientist.

Furthermore, the findings of this original test have since been confirmed by a second scientist in another nationally prominent university.

However, the Knox Company also records that other scientists have published tests made in other universities, by other methods, and for *different purposes* that do not show the same favorable results.

But, perhaps the most significant evidence for the public in general comes out of the tests made by a qualified research organization on people in *every-day life*.

Twenty-three different occupational groups volunteered to drink Knox for 28 days...the

same Knox Gelatine that has been used over 50 years for salads and desserts. These groups included electricians, route delivery men, housewives, typists, doctors, nurses, school teachers, painters, movie directors, models, business men, women, and so forth. They received no compensation. Their names and test results are on file.

What were the results of these tests? In all the groups, whether engaged in manual or mental work, *2 out of 3 men and women who tried, and 9 out of 10 men and women who completed the Knox 28-day test reported tiredness reduced for them!*

If these 9 out of 10 men and women who drank it regularly credit Knox with actually reducing tiredness, isn't the hope of reducing the tiredness which robs you of pleasure and pep worth a trial?

HOW TO DRINK KNOX GELATINE

Pour one envelope of Knox into $\frac{3}{4}$ glass of water or fruit juice. Stir and drink immediately. Knox is tasteless. Take four envelopes a day for two weeks, then two envelopes a day for the next two weeks. Thereafter, take whenever your endurance slumps.

KNOX GELATINE - A FOOD THAT FIGHTS FATIGUE



SOFT AS A MOONBEAM ON BABY'S SKIN

You'll always treasure this picture of peace, your baby asleep with the moonlight touching her curls.

For sleep comes swiftly in a HANES Merrichild Sleeper... knit from the finest cotton into fleecy garments as soft and fluffy as a cloud. These practical suits are double-sole. Buttons are flexible rubber. Soft, flat-lock seams won't scratch... and awaken baby during the night.

So reasonable, too! As the makers of the nationally popular

HANES underwear for men and boys, HANES can knit these quality garments for modest prices.

The children illustrated below show you the wide variety of HANES Merrichild styles. Made in pink and blue—in lovely pastel shades. Zipper, button and buttonless fronts. One-piece and two-piece suits. Some have elastic seats for self-training. See them at your leading store. P. H. Hanes Knitting Company, Winston-Salem, N. C.

89¢ to 1.19
THE SUIT

One-piece button-front suit.



One-piece suit. Elastic seat for self-training.



HANES

Merrichild
SLEEPERS

—FASHIONED BY THE MAKERS OF FAMOUS
HANES UNDERWEAR FOR MEN AND BOYS



One-piece button-back suit.

LETTERS TO THE EDITORS

(continued)

required that a French army, as numerous and as well equipped as circumstances would permit, should remain with the Allies; this army will uphold the right of France to victory. If you can correct the present misconception and make it known that the force I am marshaling is not at the service of any political faction, of any political party, that it is actuated only by the grim determination to carry on the struggle until the French soil is recaptured, you will have rendered an invaluable service."

Slowly at first, but with rapidly increasing momentum, the roundup of French forces abroad proceeds. We are all united in a common wish; that the voice of our country can be heard again with the dignity and the clarity it had in the past.

JACQUES DE SIEYES

New York, N. Y.

● Thanks to Mr. de Sieyes, who is General de Gaulle's representative in the U. S., for ably showing that the General is motivated solely by patriotism. Like all Frenchmen, de Gaulle obviously wants to get France and the French Empire back again. At first, after the fall of their country, few Frenchmen would accept his leadership. But now, as Britain fights on week after week, de Gaulle seems to be winning the allegiance of "free Frenchmen" in French Equatorial Africa, West Africa, the Cameroons, French Guiana, Martinique, Guadeloupe, Tahiti and the Society Islands, New Caledonia, Indo-China and Morocco. If this movement continues the British Government may recognize de Gaulle's as the government of France.—ED.

Summer Wildflowers

Sirs:

Three cheers to LIFE for the pictures of the late summer wildflowers in the Aug. 26 issue. It was so thrilling to me as a nature lover.

Need I add that they are the most perfect natural-color photographs that I have seen of any wildflowers, being much better than those I have in a book costing \$3.

NEIL GORDON

Welland, Ontario

Dutch Minister

Sirs:

In your issue of Aug. 26 you carry pictures of Walter Wanger's *Foreign Correspondent*. In these pictures there appears an actor portraying the part of a Dutch minister. You mention names of other players, but apparently are unacquainted with the name of this actor. This part is played by Albert Basserman who is now proving to Hollywood



BASSERMAN AS DUTCH MINISTER

that "Life Begins at 73." At this age he is now starting his second career in Hollywood. He is a voluntary exile from Nazi Germany where he has been and still could be the greatest actor that that country has ever had.

PAUL KOHNER

West Hollywood, Calif.

(continued on p. 8)

New Wrinkle in SMOOTH TAILORING



U.S. Raynster*
WATERPROOFS
\$6 TO \$17.50



A smooth new idea gives coats smoother lines, streamlined finish—plus complete, lasting waterproof protection. It's the new Raynster* stitchless hand-tailoring—our exclusive method of bonding seams together instead of sewing them. No needleholes to leak. And flatter, more regular seams that stay smooth because they can't pucker! Raynster* fabrics seem all style and beauty. But they, too, are 100% waterproof (not merely "water-repellent"). That's why your Raynster*, for all its fair-weather smartness, gives you the best protection in the worst downpours. For the added advantages and comfort of a fine topcoat, choose one of the models lined with "free-slipping" rayon serge. At Better Stores.

United States Rubber Company
Rockefeller Center • New York



Pepsodent with Irium Removes Surface-Stains from Your Teeth ...Reveals How Beautifully Bright they Really Are!

"PROMISE YOU'LL ALWAYS KEEP
THAT BEAUTIFUL SMILE!"

Official spokesmen for 47,000 American Dentists say Pepsodent is Safe, Effective, Truthfully Advertised. This means you can fully trust it to remove ugly Surface-Stains that make teeth look dull, dingy.

● When a friend tells you that the sparkling teeth and lovely smile you admire result from daily brushings with Pepsodent, you can believe it!

When you hear a radio announcer say that Pepsodent with Irium will remove unsightly Surface-Stains, make teeth that look dull, discolored shine again with their natural brilliance, he knows what he's talking about! Believe him!

When you flip the pages of your favorite magazine and see Pepsodent advertisements you can believe every word written about Pepsodent's efficiency in keeping teeth lustrous, bright.

For, the Council on Dental Therapeutics, official spokesmen for 47,000 dentists, say Pepsodent is Safe, Effective, Truthfully Advertised. And as Proof, they have awarded Pepsodent the prized Seal of Acceptance of the American Dental Association.

So, take a tip from the men whose business it is to know about dentifrices. Switch to Pepsodent with Irium. Of all tooth pastes and tooth powders, Pepsodent alone contains Irium (known professionally as Purified Alkyl Sulfate). No more efficient, safe cleansing ingredient is known to dental science. It is Irium in Pepsodent that gives you the "Plus" that will help make the wonderful difference in the brightness of your teeth, your smile.

Try Pepsodent with Irium today. The sooner you start, the sooner you can flash the bright smile others will admire.



This Seal is Proof
PEPSODENT is
✓ Safe ✓ Effective
✓ Truthfully Advertised

Awarded by the Council on
Dental Therapeutics of the
American Dental Association.





Marion Whitney, one of America's most beautiful and popular models

FAMOUS MODEL PLAYS BLIND MAN'S BUFF



"I KNOW this is Don. I can tell because his hair feels dry and bushy as a tumbleweed. He ought to stop dousing it with water and use Kreml."



"TAKE that grease out of your hair, Jim. It feels just as sticky as it looks. Kreml would keep your hair in place without that 'sheiky' look."



"PAUL couldn't fool me even with a wig—well, not if I took this blind-fold off. Too bad he didn't take care of his hair when he had it."



"ONE moment, Pete, while I tell how nice Kreml keeps your hair. It feels so soft and natural, in perfect order. Not sticky or greasy, either."

KREML is a marvelous tonic dressing, famous for keeping hair lustrous, well-groomed, and easy to manage, without being sticky or greasy. It removes dandruff scales—checks excessive falling hair—and relieves itching scalp.

LADIES! Marion Whitney says that Kreml puts her hair in splendid condition for permanents, makes her permanent look lovelier.

Ask for Kreml at your drugstore or barbershop.

Kreml Shampoo is a splendid ally of Kreml Hair Tonic. Made from an 80% olive oil base, it cleanses hair and scalp thoroughly, leaves hair soft and easy to manage.

KREML



**REMOVES DANDRUFF SCALES — CHECKS EXCESSIVE FALLING HAIR
NOT GREASY — MAKES THE HAIR BEHAVE**

LETTERS TO THE EDITORS (continued)

New British Weapon

Sirs:

The new shell or projectile described as a "spiderweb of steel cables fired from guns" shown in your issue of Aug. 26 is, in its entirety, an adaptation of a projectile invented in 1918 by the writer and the late Charles A. Poth of Pittsburgh.

With a letter of introduction and recommendation, we visited the War Department offices in Washington on the morning of Oct. 5, 1918. We there submitted drawings, description and specifications of the invention and offered it for sale to the U. S. Government.

By 1937 we had received no reply whatever from the Government. At that time, seeing the probability of an imminent European war, we contacted the British Government through the military attaché of the British Embassy. Our drawings and specifications and descriptions were sent to the British War Office in London on Oct. 16, 1937. The British War Office later advised that it had no use for the device.

E. A. KLAGES

Crafton, Pa.

Many such schemes for entrapping enemy aircraft have been reported in the last 20 years. In 1924 a U. S. patent was granted to an inventor named G. T. Whelton for a new type of anti-aircraft shell, which at a predetermined height was supposed to throw off long wires designed to sheer off or tangle in propeller blades. In 1930 E. G. West got another patent along the same lines except that his wires were to dangle from parachutes. This year in May *Popular Science* carried an illustration of such a parachute device and when the British in the last few weeks took to bombing German cities ("I Bombed the Ruhr," *LIFE*, Aug. 19), they reported that shells, much like their own spring-steel ones, were being used by the Nazis.—ED.

Mr. Grew's Golf

Sirs:

In Mr. Hersey's admirable Close-up on Ambassador Grew in your July 15 issue he has, no doubt unwittingly, cast a heavy aspersions on our distinguished chief. To describe Mr. Grew as an ardent golfer and to state in the same breath that he has never broken 100 is to create an unfounded impression of grim failure in a lifetime otherwise replete with success. We pass without serious controversy the poetic charge that his golf swing is as formless as a Fujiyama mist, but as to scores, let us be just. To our certain knowledge and in our company Mr. Grew has shot a gross 87 on a full-length course in Japan.

EDWARD SAVAGE CROCKER

First Secretary of Embassy
Tokyo, Japan

Rocky Mountain Summer

Sirs:

Thanks for the pleasant reminders of six happy summers spent on the staff of Jasper Park Lodge while I was studying medicine at the University of Alberta. The cover on the Aug. 26 issue of *LIFE* was so familiar that I recognized the locale without looking inside.

W. ALLEN CONROY, M.D.
Madison, Wis.

Sirs:

If I know my \$10 bills, of which I have a very few, the one that Bob Gage is holding on *LIFE*'s cover of Aug. 26 is a phony.

HAROLD HIBBERD
Gibson, Neb.

It's a Canadian \$10 bill.—ED.



**Increase Efficiency—
Stimulate Sales with**

ARCTIC* DAYLIGHT

*ARCTIC DAYLIGHT: The cool, brilliant, non-glaring, shadowless light produced with GUTH Fluorescent Fixtures.

Guth

FLU-O-FLECTORS and TRU-CO-LITES



**Fluorescent Lighting
at Peak Efficiency**

**For Stores, Factories,
Offices, Etc.**

GUTH FLU-O-FLECTOR and TRU-CO-LITE Fixtures, scientifically designed and enhanced by the famous ALZAK Process, give you *much more* illumination—*much better* illumination of a daylight quality. Stores, factories, and offices everywhere are using GUTH FLU-O-FLECTORS and TRU-CO-LITES to help speed work and boost sales. Your business, too, needs this modern, efficient equipment.



"P.F.C.'s" Plastic Diffusers

For maximum satisfaction with any make of Fluorescent Lamps, use the new GUTH "P.F.C.'s." These Plastic Diffusers snap on and off the lamp easily—reduce the glare of the bare lamp—give a soft, pleasing illumination that's extra easy on the eyes. Available in 5 colors, "P.F.C.'s" are decorative as well as scientifically practical.

**Write for Detailed
Lighting Plan**

We will gladly prepare a lighting plan for your business without obligation. For full information, write us on your business stationery, stating whether you are interested in Fluorescent Lighting for Office, Store, or Factory.

THE EDWIN F. GUTH COMPANY
2615 Washington Blvd.
St. Louis, Mo.
Leading in Lighting Since 1902

Guth



**"I'm sorry you didn't
follow my suggestions"**

THE WHITE FIREMAN* is a fire diagnostician.

His job is to detect fire hazards and prescribe suitable remedies. But sometimes a property owner will fail to profit by the diagnosis . . . because of indifference, forgetfulness, or procrastination. For instance, the owner of this garage and produce storehouse was urged to install an automatic trap on the stairway and to distribute a sufficient number of fire pails about the premises to fight any small fires that might break out. This was not done, and when fire struck, it spread rapidly. Had the owner installed these simple safeguards, he would have saved himself a costly business interruption. Too, he might have received a lower insurance rating that would have reduced his insurance costs.

*THE WHITE FIREMAN symbolizes the loss-prevention engineering service maintained by this Company to the advantage of policyholders. It is available through any North America Agent or your insurance broker.

North America Agents may be found in the Classified Telephone Directories under the name and identifying "Eagle" emblem of . . .



Insurance Company of North America

PHILADELPHIA



This oldest American fire and marine insurance company and its affiliated companies write practically every form of insurance except life. FOUNDED 1792 · LOSSES PAID: \$444,000,000

SIMONIZ

Your Car



World famous - sold everywhere by auto supply, hardware, grocery and drug stores filling stations and garages

Simoniz Gives Lasting Beauty



It's wiser to Simoniz! . . . You'll never find an easier way to keep your car beautiful. This deluxe beauty treatment takes no longer than here-today-gone-tomorrow polishing. Even if it did, you say, "It's worth it!" Simoniz lasts protects and preserves the finish so it stays beautiful year after year. As for cleaning the finish, you can do it faster and get more exquisite lustre with Simoniz Kleener. Then, if you apply Simoniz, the beauty lasts. Be sure to get them for your car . . . insist!

MOTORISTS WISE
SIMONIZ
MAKES CARS STAY BEAUTIFUL

THE SIMONIZ COMPANY - CHICAGO, U. S. A.

FROM LIFE'S CORRESPONDENTS

Across the Atlantic by Sail

New York

After a trip of 54 days, most of them at sea in a 38-ft. pilot sloop named *King Haakon*, three fellow-Norwegians and myself have reached the U. S. We sailed 4,500 miles across the North Atlantic to escape from Nazi-occupied Norway. Up to the time of this transatlantic crossing three of us had never done any sailing except in calm Norwegian fjords on peaceful Sundays.

Our boat and its crew were the same age; 32. Besides myself there were three of my friends, Oscar Sundt Jacobsen, Hermann Christiansen, and Mauritz Sundt. Mauritz was the only one with any knowledge of navigation but he had never been in a sailboat.

To avoid fall storms over the North Atlantic, we sailed from Kristiansand on July 5. Below deck we stored a two months' supply of food, 175 gal. of drinking water and 125 gal. of kerosene, enough to run the little auxiliary 15-h. p. engine for 140 hours. The food and kerosene supplies had been particularly hard to get, as butter, sugar, bread, flour, tea and kerosene are rationed in German-held Norway. These supplies, moreover, had had to be placed on board in secret. Our marine "instruments" consisted of one big and one small \$4 compass, a sextant, nautical almanacs and a pair of binoculars which Oscar had taken from a captured Nazi officer. We also had a precious possession in the shape of a fine platinum-fox pelt, hermetically sealed in a special tin box. We had bought it with the last of our money as an investment to sell when we landed in the New World. Fortunately the usually alert Nazi authorities who control Norwegian harbors never bothered to inspect our little boat thoroughly.

July 5 was a fine day. We charted a route to the north of the Faroe Islands so as to avoid British patrols that might overtake us and send us to England. To get north of these islands we first had to sail north along the Norwegian coast for 350 miles up to Bremanger. This took seven days. At 3 a. m. on July 12, with Bremanger behind us, we turned our 38-ft. pilot boat in the direction of America.

For a week we made good time. With the main and foresails unfurled we averaged five and a half knots. Fog hid us from the prying eyes of any airplanes, submarines or patrol ships. Already on the first night a gale was blowing and our slim craft stood it better than her crew, who took on the green complexion of the sea.



BOAT AT KRISTIANSAND

But that night a couple of heavy waves suddenly slammed down on the afterdeck. I was down in the cabin and when I came up on deck Mauritz, who was at the rudder, cried through the wind that our big compass had been swept overboard. Mauritz himself had almost been swept out to sea in the bargain. Fortunately we still had the pocket compass. With a \$4 compass never meant for sailing we navigated the rest of the trip to America.

On July 13 we saw sea birds and a little later learned to our satisfaction that we were north of the Faroes with 1,000 of our 4,500-mile voyage behind us.

Standing four-hour watches, often with extra turnouts for reefing at night, we made steady progress. We slept in shifts. At first we spent all our spare time sleeping. Later two of us boned up on Spanish grammar. Two others played mouth organs when they came in from watch or on those rare days when it was pleasant to relax on deck. The hardest job on the boat was the cook's. As cook, Hermann had to serve three meals a day and our demands were exacting. For breakfast we had porridge, toast, corned beef and hot chocolate, for lunch at least two hot plates, and a light meal for supper. Our bill of fare consisted of canned meats, canned vegetables, canned fish balls, canned fruit, canned cod roe, cheese, jam and potatoes. We had sea biscuits and 20 loaves of Norwegian bread. (We also had some German Army bread which was no good.) But the bread grew moldy and, although Hermann tried to brush the mold off with a nail brush, we finally had to throw six loaves overboard. Hermann's "galley" consisted of two foul-smelling oilstoves and one wood-burner. More than once when it was rough the cook and his saucepans crashed across the narrow room into the opposite wall.

On Aug. 1 we ran into a terrific storm. The sea was running very high and to sit at the rudder felt like racing



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FROM LIFE'S CORRESPONDENTS (continued)



SUNDT USING SEXTANT

downhill on skis. I was at the rudder when I saw an unusually high water-wall 80 yards to the port. I just had time to throw the stern up against this wave when it broke right over the rudder and thundered down on the quarter-deck which at best was only three and a half feet out of water. The boat was hurled on its side. The sails and mast lay flat against the sea. Only my grip on the rudder and my feet braced against the cockpit kept me from falling into the Atlantic. Only a miracle saved us from capsizing some 1,000 miles from land, but the miracle occurred and our little craft straightened up.

I had left a dish of cereal on my bunk in the cabin and when the ship fell on its side it hurtled across the cabin and splashed over Oscar. Hermann had been in his bunk when the wave hit. In another few seconds he was sprawled on the floor, still not certain as to what had hit him.

By Aug. 9 we were in the fog belts off the Newfoundland Banks. The weather had changed and we had to use our engine a great deal. We had oil left for only 20 more hours. But again luck was with us. On Aug. 12, exactly a month after leaving Norway, Mauritz sighted land. We all let out a joyous whoop. We had arranged that the first person to sight land would be rewarded with a bottle of beer. But as we carried no beer or spirits on board, this prize had to remain a promise. However, before we could approach land we were driven back to sea and had to ride out our sixth gale. Two days later we sighted land again at Cape St. Francis. On Aug. 14 we arrived at St. John's and anchored at the quay of the Norwegian consul, Captain Olaf Olsen. He asked us what we would like best after 34 days at sea. Our reply was unanimous. In a few minutes all four of us were in the huge Hotel Newfoundland enjoying our first bath in over a month. This luxury was almost too much for Mauritz. So we brought him his bottle of beer and he drank it while sitting in the tub.

We stayed at St. John's resting and provisioning for three days. Then we headed for New York. On the afternoon of Aug. 27, 34 days after we had set sail to escape from the Nazis in Norway, we tied up at Victor Anderson's dock at City Island, N. Y.

HARRY IRGENS LARSEN



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The star-nosed mole, a fantastic mammal, has 22 tentacles on the tip of his nose. They act as feelers

and give him the appearance of a peacock rooster. He is almost blind and eats underground worms.



Blacksnakes hatch from eggs laid in a warm spot. When laid, the coiled-up embryo inside is small but well formed. As it feeds on the food yolk which



The weasel is a cunning and courageous beast with such a lust for killing that he kills for the love of it, even when not hungry. He first sucks victim's blood, then eats its brains.



The American toad woos mate with music, singing into great blown-out membrane bubble in lower jaw. He thus produces quavering peep which female toads find irresistible.



surrounds it the embryo grows bigger and bigger. As it grows the egg grows too, stretching its leathery shell. The newborn snakes are almost 9 in. long.



The mother raccoon is a very good parent, watching over her young cubs until they are a year old and

teaching them the fastidious raccoon habit of washing off most of his food in water before eating it.

SPEAKING OF PICTURES . . .

. . . ANIMAL PHOTOGRAPHS MAKE NATURE BOOKS POPULAR

One thing, among many, that the camera has done for Americans has been to increase their interest in natural history and wild life. Grown more and more adept at taking pictures of birds, beasts and flowers, the cameraman has made the study of nature far more fascinating than it ever has been. This has had a very direct effect on book publishers, whose output of illustrated nature books has been steadily going up.

The photographs on these pages are taken from two excellent new examples of nature-photography books. Some are from Dr. Gayle Pickwell's *Animals in Action* (Whittlesey House, 84). Others are from Lynwood M. Chace's *Look at Life!* (Alfred A. Knopf, \$3.50). They show how successful nature photographers are at getting candid pictures of animals in their habitats.

This is a busy time of the year for animals. Though the worry of bringing up children is over for most of them and though they can live plentifully in the fat days of late summer, they must all get ready for winter. The appetites of hibernators have sharpened and they are building up extra layers of fat to carry them through the winter. Others are foraging to store up food for the cold months. Their fur is growing thicker and lighter in color. The brown weasel, in fact, will turn quite white as soon as the cold comes.



The deer mouse is a timid beastie, brave only when her family is threatened. When cameramen invaded this mother's nest, she heroically faced flashbulbs to carry blind babies to unmolested safety.

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and Felix Jackson

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RELEASED SOON! WATCH FOR IT AT YOUR FAVORITE MOVIE!

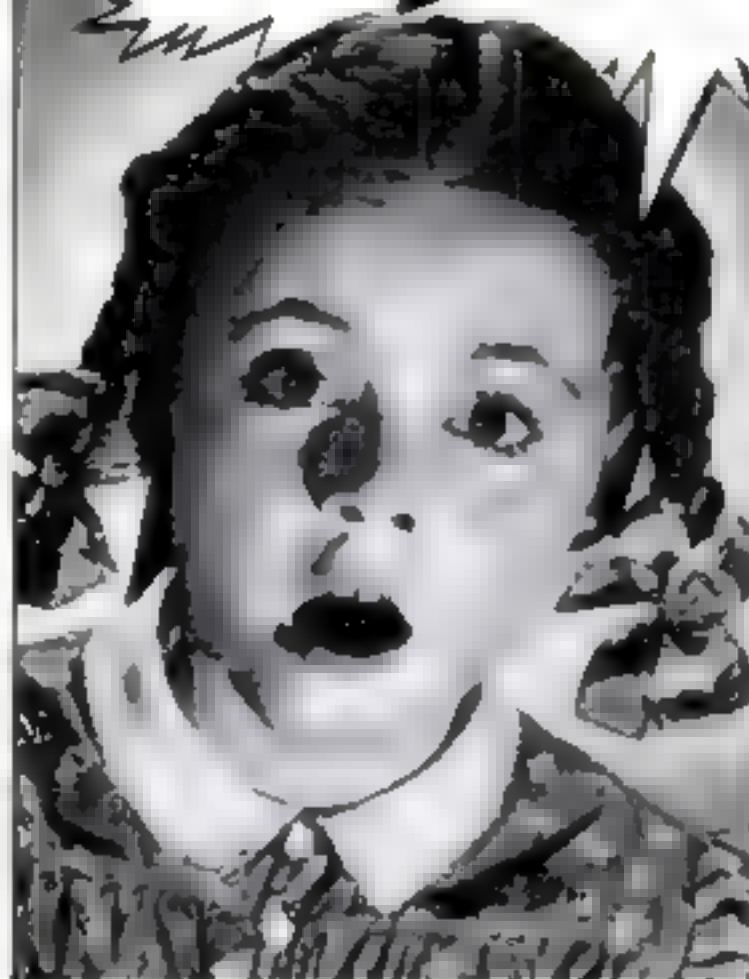
SPEAKING OF PICTURES

(continued)



The development of a monarch butterfly is described in these exciting shots by Dr. Pickwell. This butterfly spins no cocoon. One day in summer the caterpillar attaches itself to a twig (1). It hangs limp (2), then suddenly its skin begins to crack (3) and a pale pupa breaks through (4, 5, 6, 7), sloughing off the old skin. The pupa hangs (8), its case growing transparent as the butterfly develops inside (9). After twelve days the butterfly stirs (10). It slips out of the pupa case (11), grabs the outside with its legs (12) and hangs until its wings harden (13).

OH, WHAT MRS. GREEN SAID ABOUT YOU!



SHE SAID IT'S YOUR FAULT THAT DADDY STAYS AT THE OFFICE ALL THE TIME, MOTHER!

WHAT! ARE YOU SURE MRS. GREEN WAS TALKING ABOUT ME, JUDY?



CROSS MY HEART SHE WAS, MOTHER! AN' SHE SAID DADDY WOULDN'T STAY AT THE OFFICE IF--IF THE DENTIST TOLD YOU WHAT TO DO ABOUT--ABOUT YOUR BREATH!



AT THE DENTIST'S

TESTS SHOW THAT MUCH BAD BREATH COMES FROM DECAYING FOOD PARTICLES AND STAGNANT SALIVA AROUND TEETH THAT AREN'T CLEANED PROPERLY. I RECOMMEND COLGATE DENTAL CREAM. ITS ACTIVE PENETRATING FOAM REMOVES THESE ODOR-BREEDING DEPOSITS, AND THAT'S WHY...



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LATER—THANKS TO COLGATE DENTAL CREAM.

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GET ready, gentlemen, to change your shaving habits for the better!

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Pointed bars on the face plate guide every whisker into cutting slots—no missed or half-cut bristles.

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styled by Raymond Loewy, executed in rich ivory plastic with gold-colored Whisk-Its. Built-in radio static suppressor. Complete with simulated alligator tuck-away case, \$15.00. (Or, packed in de luxe Dress-Kit, \$17.50) Companion to the COLONEL is the new FLYER, in burgundy with silver-colored Whisk-Its. Complete with new 2-M Head and genuine leather case, \$12.50.

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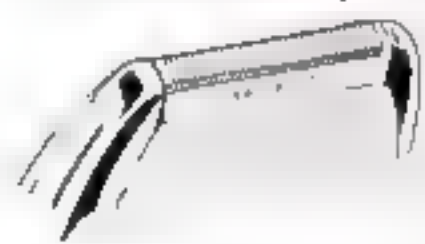
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LIFE'S COVER. The cover girl this week is Jessie Woods of Memphis who was at the Memphis airport when LIFE's coast-to-coast plane landed there. Jessie was waiting for her boy friend who was putting in flying time for a private license. While waiting, Jessie took a lesson in spinning the propeller of LIFE's Stinson. Jessie is going to take up flying. She will then become one of the youngsters to whom America will be as familiar from a plane as it is now from a rumble seat. To see what America does look like from the air, turn to pages 60-71.

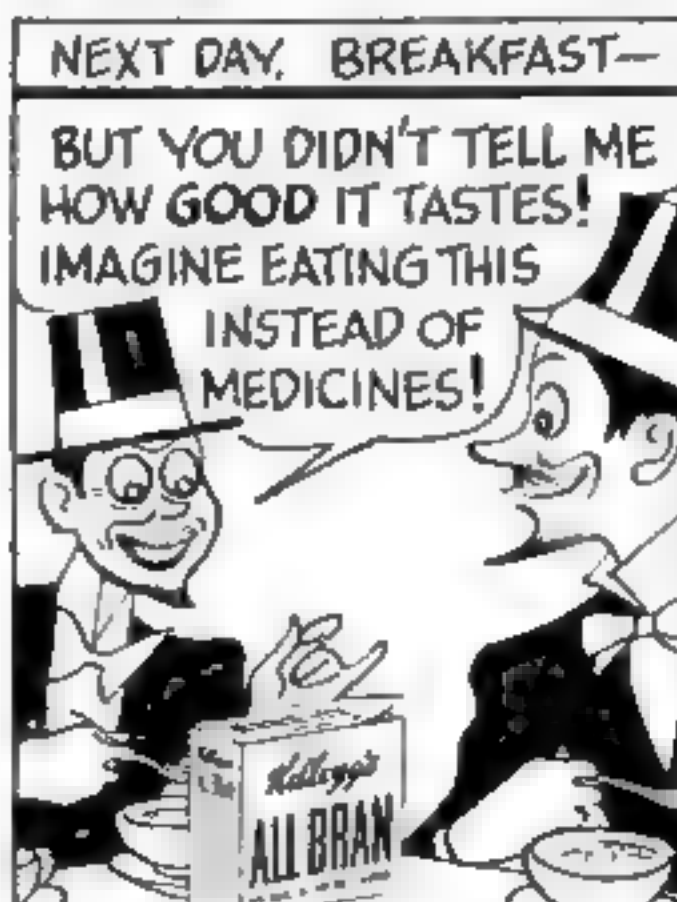
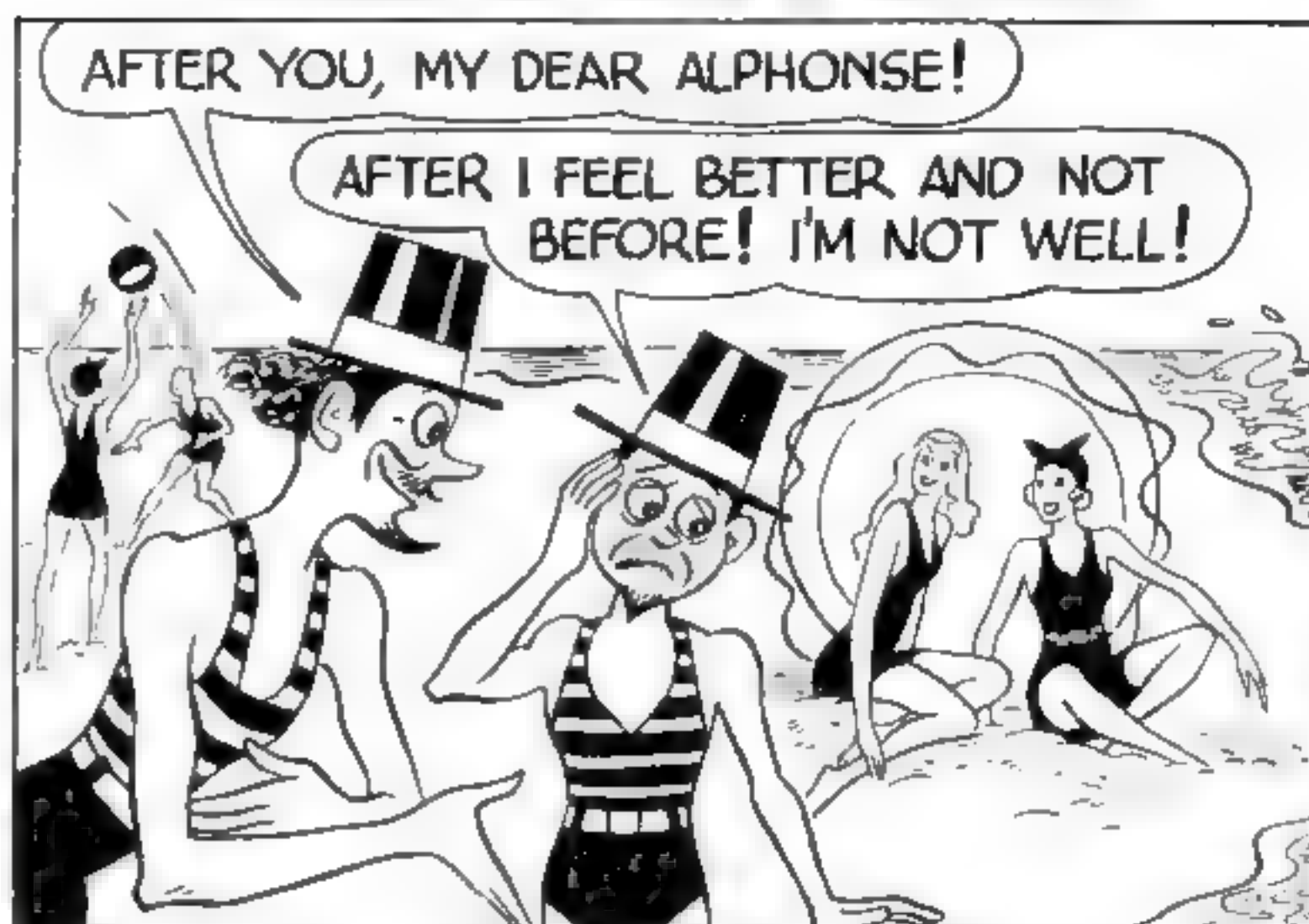
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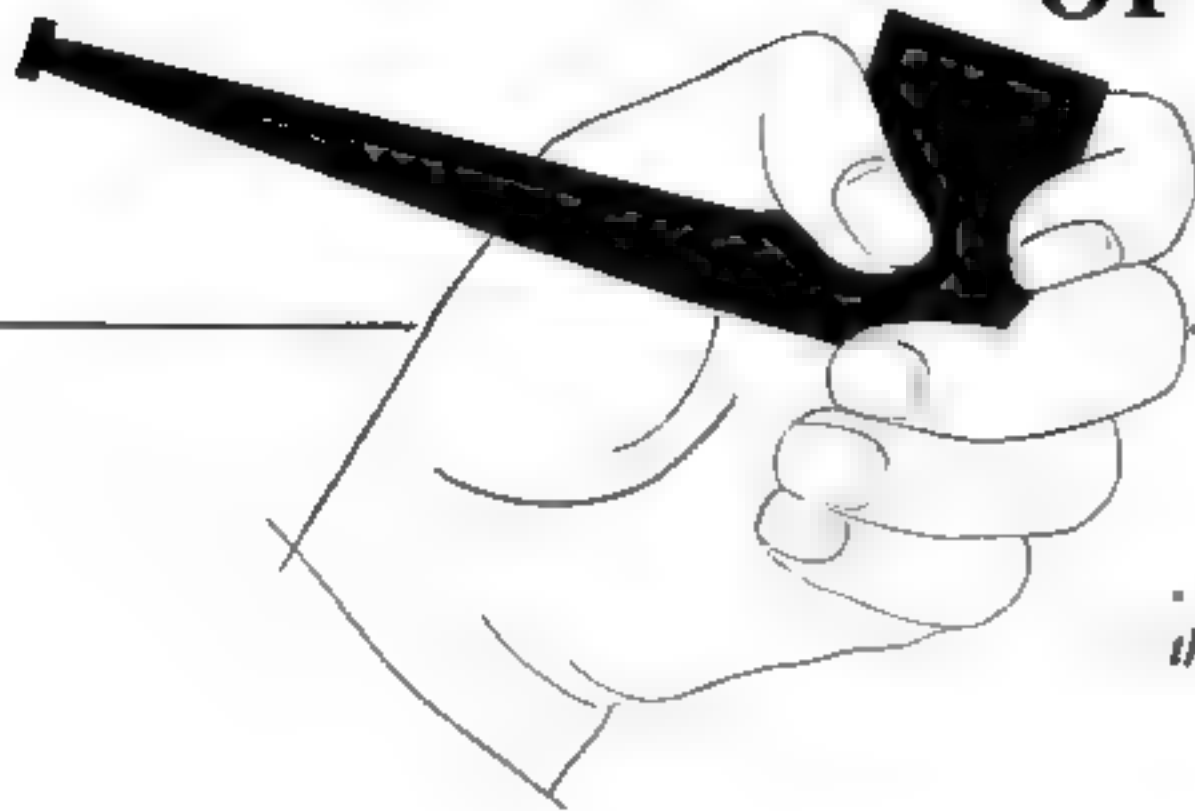
ALPHONSE AND GASTON AT THE BEACH



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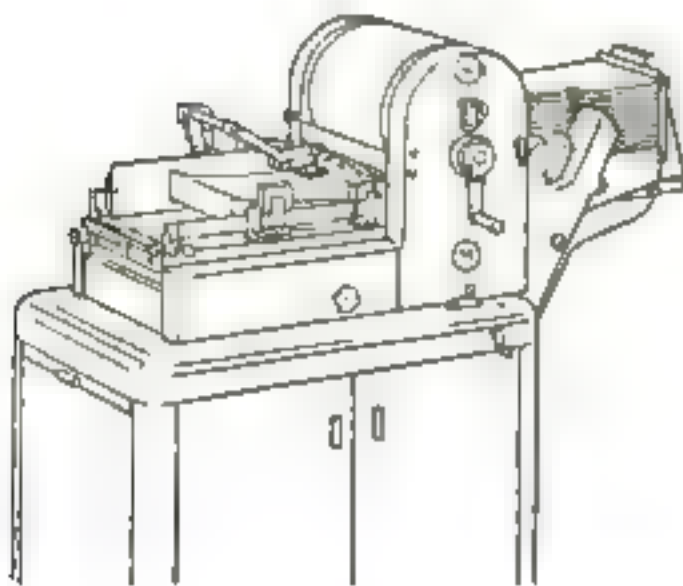
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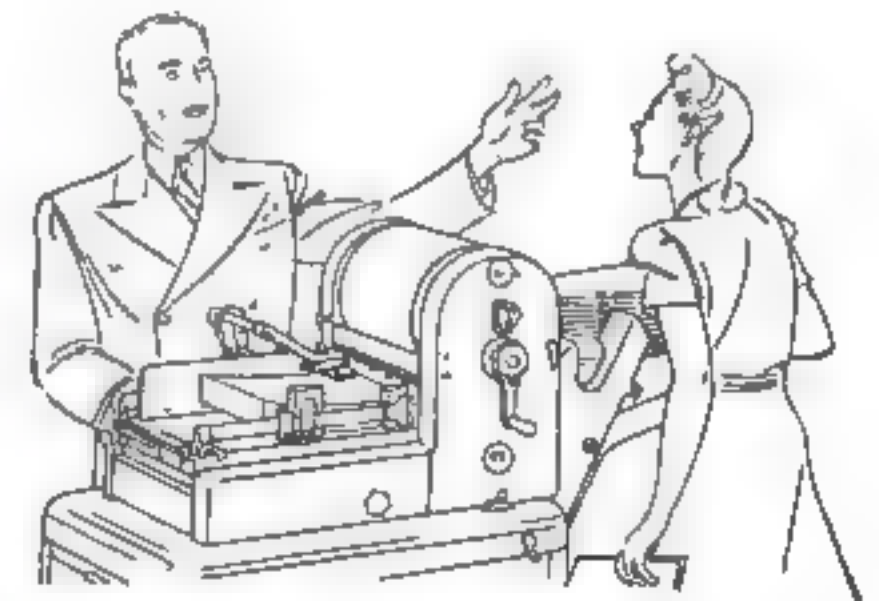
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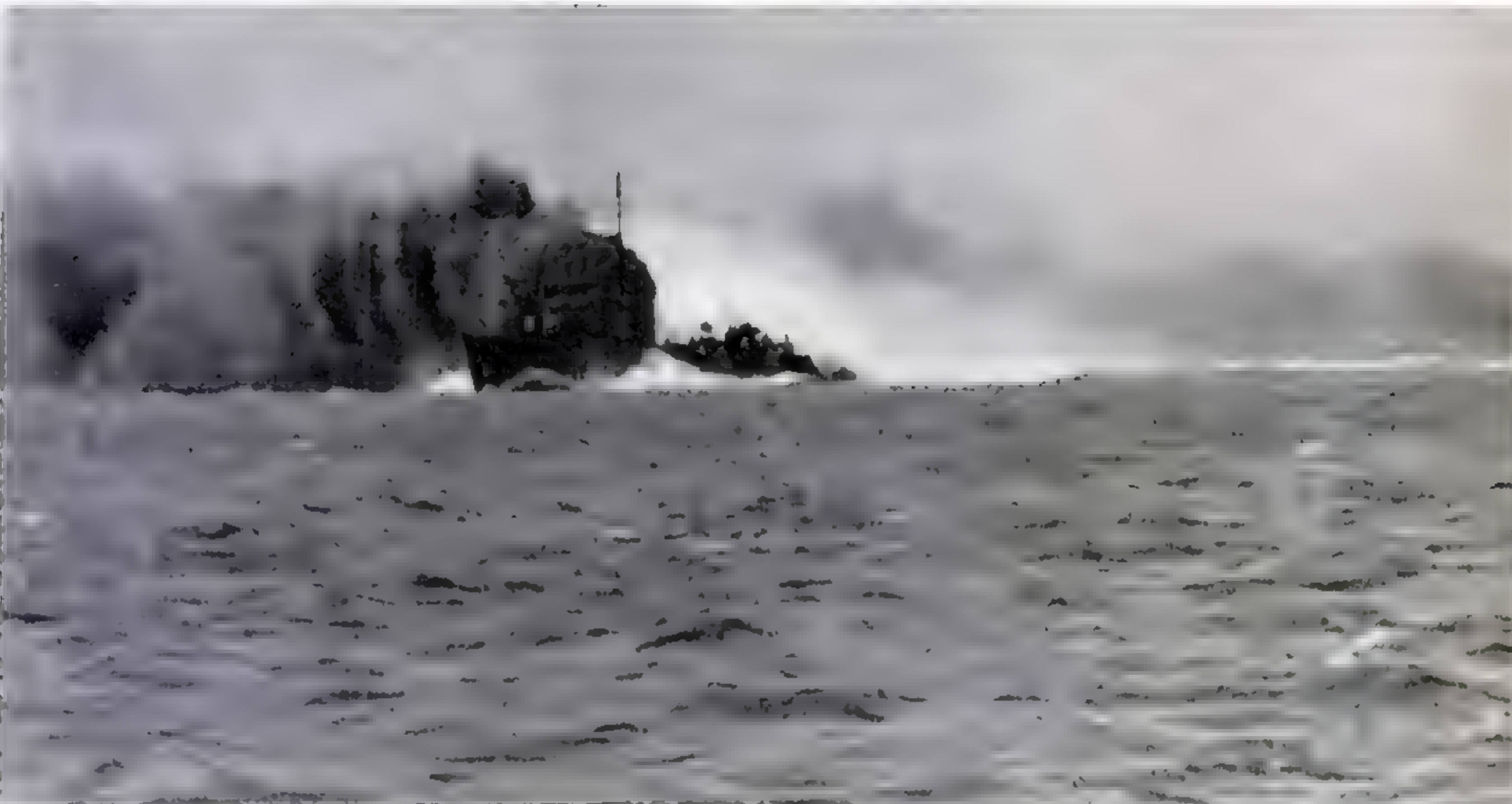
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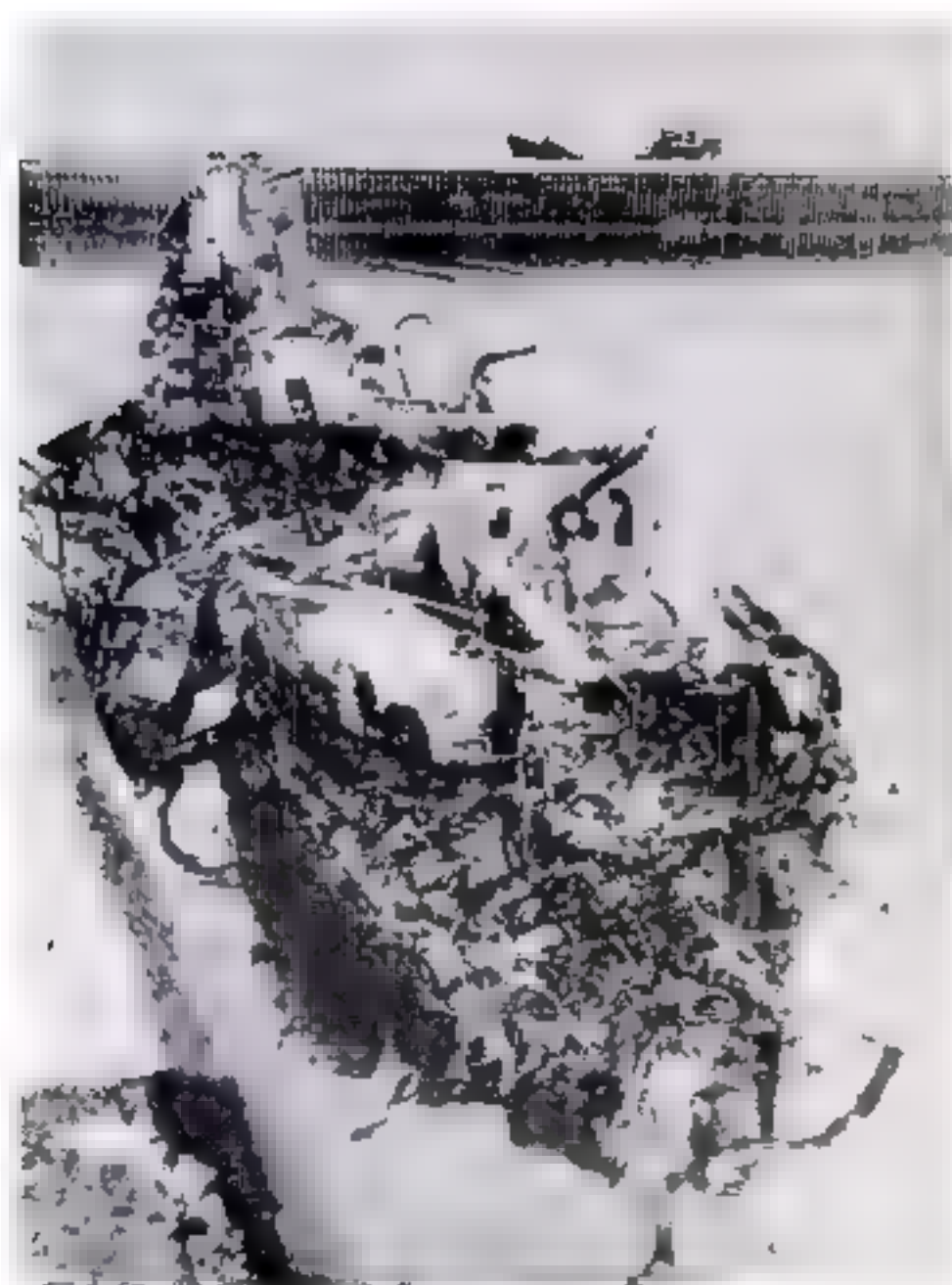




A DESTROYER'S WORK IS NEVER DONE. THIS BRAND-NEW BRITISH DESTROYER IS LAYING A SMOKE SCREEN IN THE CHANNEL TO HIDE FREIGHTERS FROM GERMAN GUNS

DESTROYERS FOR BASES

THE U. S. TRADES 50 OLD WARSHIPS
FOR CONTROL OF THE NORTH ATLANTIC



A DEAD DESTROYER LIES AT A BELGIAN PORT

The idea of sending old U. S. destroyers to Britain was only a nascent whisper when in the issue of July 16 LIFE posed the question and listed its pros and cons. On Sept. 3, with thunderclap suddenness, it became a blazing reality and part of the biggest accomplished fact in the whole vast U. S. rearmament program. At one bold stroke President Roosevelt, acting strictly on his executive own, transferred 50 destroyers to Britain and acquired in exchange 99-year leases for U. S. naval and air bases on eight British-owned islands or island groups from Newfoundland to British Guiana (*see following pages*).

So enormously will these bases strengthen America's Atlantic defenses, so vast are the possibilities now opened up for America to become aggressively dominant in both great oceans, that hardly anyone disputed the President's assertion that his deal was the nation's most important defense measure since the Louisiana Purchase in 1803. Political shock at the method of its making (*see p. 24*) was overwhelmed by popular approval of its swift accomplishment.

To the U. S. Navy, which has at least 57 destroyers abuilding, loss of these overage and outmoded little warships, of the old flushdeck type built in 1918-22, was important chiefly as diminishing by 50 the number of ship-command posts available for training its younger officers. To Britain the gain of

50 destroyers was a godsend. For seapower in this war has meant small warships, primarily destroyers and escort vessels. Britain started with 185 destroyers, lost 32 by torpedoes, shellfire and bombs and is frantically building new ones. Many destroyers and escort vessels have been completed and sent into action since the war began. But all these are by no means enough to run the war at sea. Like the one shown above in action in the English Channel on Aug. 22 they must convoy merchantmen through narrow seas, protect them with smoke screens and anti-aircraft fire, fight off motor torpedo boats and submarines and bombers. They must patrol the blockade lines from Iceland to Africa. They must screen the big battleships in the Mediterranean, the North Sea, the Red Sea. But above all, they must be ready on *Der Tag*, when, as and if a German Armada tries to ferry the German Army to England.

On that day of thunderous, screaming, drowning, clawing death in the sky, on the water and under it, the 50 American destroyers may well turn the tide of battle and bury so many German boats, tanks, guns and soldiers that Hitler will call it quits. The American destroyers may on that day cut down not only the power but also the possibility of any attack by Hitler on the U. S. And they will do it far from the shores of the U. S., where wars are best won.

(continued)



THE DEAL WITH BRITAIN GIVES THE U. S. BASES AT NEWFOUNDLAND, BERMUDA, THE BAHAMAS, JAMAICA, ANTIGUA, ST. LUCIA, TRINIDAD AND BRITISH GUIANA

NEW BASES IN THE ATLANTIC

by MAJOR GEORGE FIELDING ELIOT

The acquisition of new Atlantic bases in return for destroyers is a brilliant bargain for the U. S. They put this country in a far stronger Atlantic position and create a whole new strategic picture.

Our position in the Atlantic has long been unsatisfactory in that we possessed no advance bases such as we had in the Pacific, and hence were forced to rely on the shore bases shown on the map above. Especially with the development of long-range aviation, advance bases were needed to assure our vital centers against attack and to prevent a hostile power from establishing itself near our shores.

In considering the new Atlantic situation, it is a

great mistake to draw any fixed "line of defense" from base to base, like a kind of naval Maginot Line upon which we stand. Such lines have no meaning in sea warfare. The value of a base is that it enables our sea and air forces to extend the field in which they can take offensive action against a hostile power. As indicated on the map, the radius of action of a modern fleet is about 2,500 miles, of heavy bombing planes about 1,000 miles.

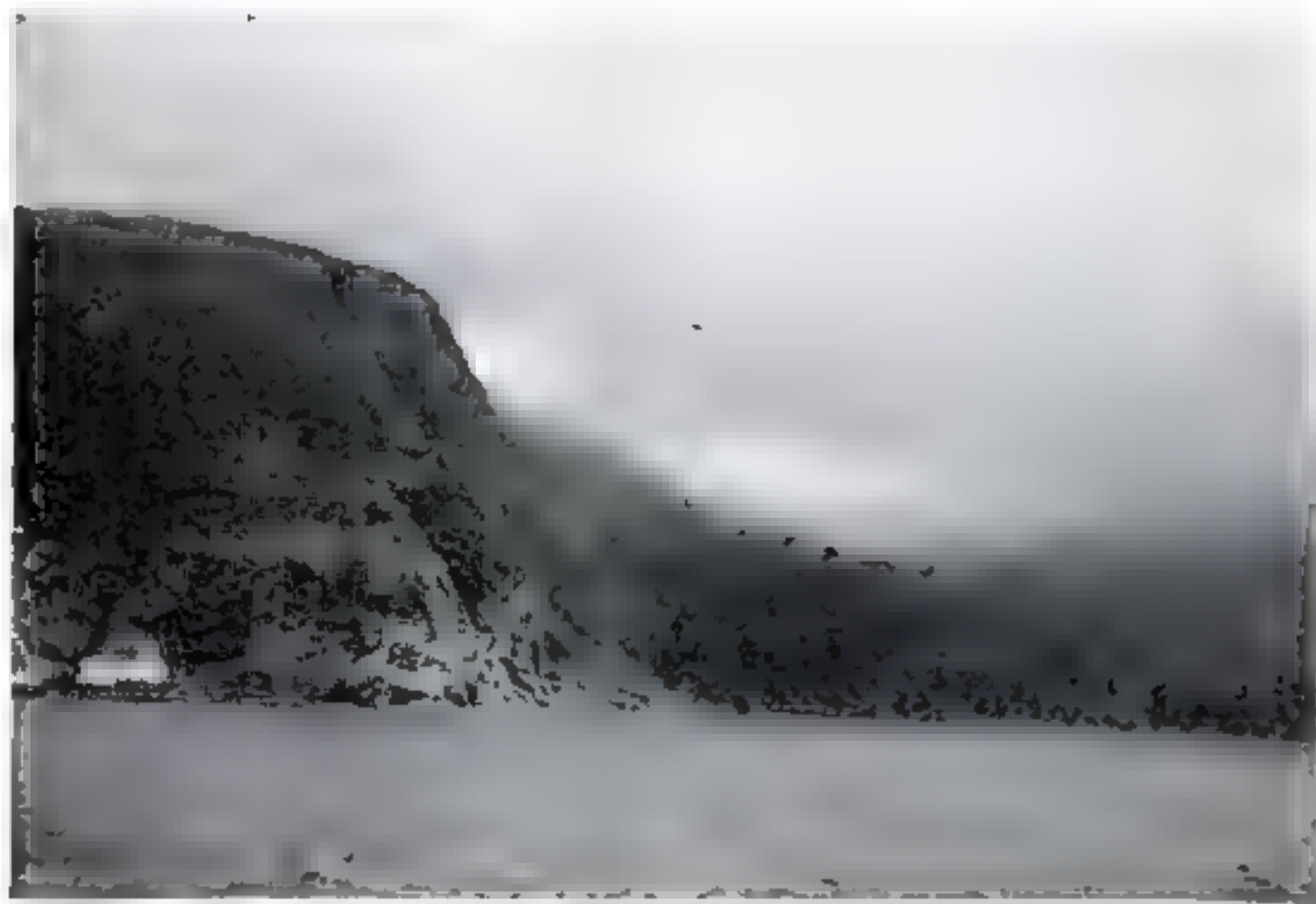
The new bases at Newfoundland and Bermuda push our area of action far into the Atlantic. Newfoundland will cover practically any enemy jumping-off point for an attack on our industrial Northeast. From Newfoundland any enemy base established in the frozen north could be bombed into ruins before it ever became a threat. From here, too, long-range submarines and cruisers could maintain a patrol even in the approaches to the English Channel.

Bermuda establishes a strong intermediate point between Newfoundland and Puerto Rico, ideally placed to maintain a long-range patrol and to guard our most important shipping lane from East Coast points to the Gulf and Panama. Over this vital lane travels most of the oil for New York and much of its coal.

The Caribbean bases will transform that sea into an American lake. The Caribbean is, as Admiral Mahan proclaimed it, "the key to two great oceans, the Atlantic and Pacific," and is fated to be the chief seat of American naval power. A fleet based in the Caribbean is ready to strike at the flank of any hostile power moving westward across the North Atlantic or to interrupt the communications of a force moving into the South Atlantic. At the same time it assures the link between the two oceans at Panama.

Guantánamo Bay in Cuba, already a small U. S. base, is ideally suited to become the main citadel of Caribbean power, with Puerto Rico and Trinidad as the principal outlying bases. The other new bases in British territory give excellent supporting positions. Antigua, St. Lucia and Trinidad assure control of the southern approaches to the Caribbean, hitherto its vulnerable spot. Trinidad also advances the U. S. sphere of action almost, though not quite, to the coast of Africa.

Taken together, these bases, when adequately developed, make the Caribbean almost as impregnable to attack from without as the Mediterranean. And as a center of seapower the Caribbean has the advantage that it contains no possible hostile power.



Newfoundland is an ideal base for patrol of the North Atlantic. Most of its rocky coast (above) is locked by ice much of the year and shrouded by heavy fogs. An ideal arrangement would be an advance fleet base at some ice-free harbor on the southern coast, with the use of Halifax in Nova Scotia as a main base. The best spot for an air base would be somewhere near the British Air Ministry base at Botwood, where fog is light. A watch must be kept on the two French islands of St. Pierre and Miquelon off the south shore.



Bermuda is suited to be an advance base for both fleet and aircraft. Heavy cruisers can enter Hamilton Harbor (above), although coral reefs and narrow channels make an extremely tricky navigation problem. Because of the reefs a hostile fleet would have great difficulty seizing Bermuda. There is a British dockyard at the mouth of Great Sound which might come under control of the U. S. A naval air base can be had either on Great Sound, as mentioned in the newspapers, or at Castle Harbor, at the other end of the island.



The Bahamas cover the approaches to the Straits of Florida and to the Windward Passage, best entrance to the Caribbean. The Bahamas have no good harbors but with 3,077 islands, cays (like Cat Cay above) and rocks stretching 630 miles, they offer countless safe anchorages where enemy seaplane tenders and submarines might lurk. The chief problem is to deny this area to hostile forces by continuous patrol. We need no large base but a series of small airfields and perhaps a storage depot on Andros and Great Inagua.





(continued)



Windward and Leeward Islands, stretching in a great circle from Puerto Rico to South America, lie athwart the southern approaches to the Caribbean. Antigua and St. Lucia are logical small bases, steppingstones to a main base at Trinidad. The map shows how Puerto Rico, St. Lucia and Trinidad each commands one of the main trade routes. St. Lucia has a fine small harbor in Port Castries, and Antigua a smaller harbor at St. John's (above). British Guiana has no good harbors and would be useful only as a small air base.



Jamaica, familiar to Americans as a winter resort at Montego Bay, would be useful chiefly as a relay base for air patrol of the Caribbean. As a strategic naval point it is far less important than nearby Guantanamo Bay in Cuba, which commands the Windward Passage and is already in U.S. hands. Kingston, where commercial planes land (above), has a fair harbor but a naval base is hardly needed here. Largest island in the British West Indies, Jamaica has a population of over 1,000,000 and ample resources for any kind of base.



Trinidad has an excellent setup for a major base, possessing an ideal anchorage in the Gulf of Paria, whose two outlets—the Serpent's Mouth and Dragons' Mouths—are a great asset in case of attack. Above is Boca de Mono, one of the Dragon's four mouths. Only drawback is that large warships cannot come close to shore. Trinidad has good resources of oil, food and labor, and plenty of land suitable for a large Army bomber base. Trinidad is logically the Southern anchor of U.S. defense plan unless we also obtain a base in Brazil.

WITH STRATEGIC NEW BASES U. S. HOLDS COMMANDING POSITION IN BOTH OCEANS

Essential qualities of a naval base, as stated by Admiral Mahan, are: 1) position, 2) strength, 3) resources. These are also the qualities of an air base.

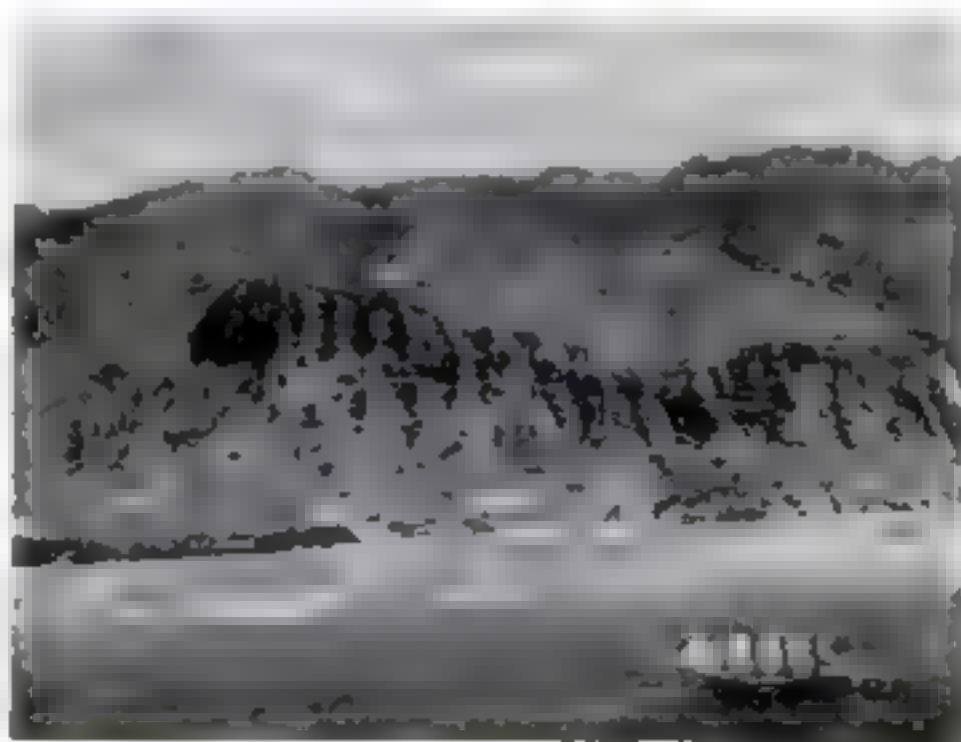
As to position, a base has little value unless it enables the mobile forces operating from it to control important areas or communications. In this respect the value of a base changes with world conditions. Thus, when the West Indian trade was important to Britain, Jamaica was the chief overseas naval station of the Royal Navy; for years now Jamaica has had no naval establishment at all. Such bases as Newfoundland, Bermuda and Trinidad are enormously more important to us now than before the European balance of power was upset and Britain's naval control threatened.

As to strength, a base must always be able to defend itself against an attack of such scale as may reasonably be expected. Fleet commanders must not have to worry about the defense of the base; the base exists for the fleet, not the fleet for the base. The more important the base and the more exposed its position, the more heavily it must be fortified. Thus Pearl Harbor at Hawaii, lying 2,200 miles out in the Pacific and containing a first-class naval dockyard, requires tremendous fortifications and a garrison of 25,000 men. Puerto Rico, much closer to the mainland and much more easily reinforced, gets along with a much smaller garrison. A base such as Midway Island, which will be no more than a point of support for patrol aviation, requires only sufficient strength to beat off a raiding party or the planes of a small carrier. If attacked in greater force it will necessarily succumb but not until it has delayed the enemy and warned the main base (Pearl Harbor) of his approach.

The resources of a base are both natural and arti-

ficial. Natural resources like food, mineral products, oil, labor are a valuable asset but not essential. For instance, Sydney has the resources of a whole continent while Gibraltar has none at all except a small labor supply, and must import everything. Artificial resources comprise both permanent works like landing fields, drydocks, machine shops and temporary supplies of food, stores, munitions.

The map below shows the principal U. S. and British bases (vertical lettering) in the Atlantic and Pacific and the main routes across the latter. On it can be seen how the new bases round out the strategic situation of the U. S., making our Atlantic position comparable in strength to our Pacific position. On each coast we now have shore bases and a series of outlying bases. Controlling the only short link between the two oceans, we can easily transfer the battle force of the fleet from one ocean to the other and thus meet any hostile fleet with our full strength.



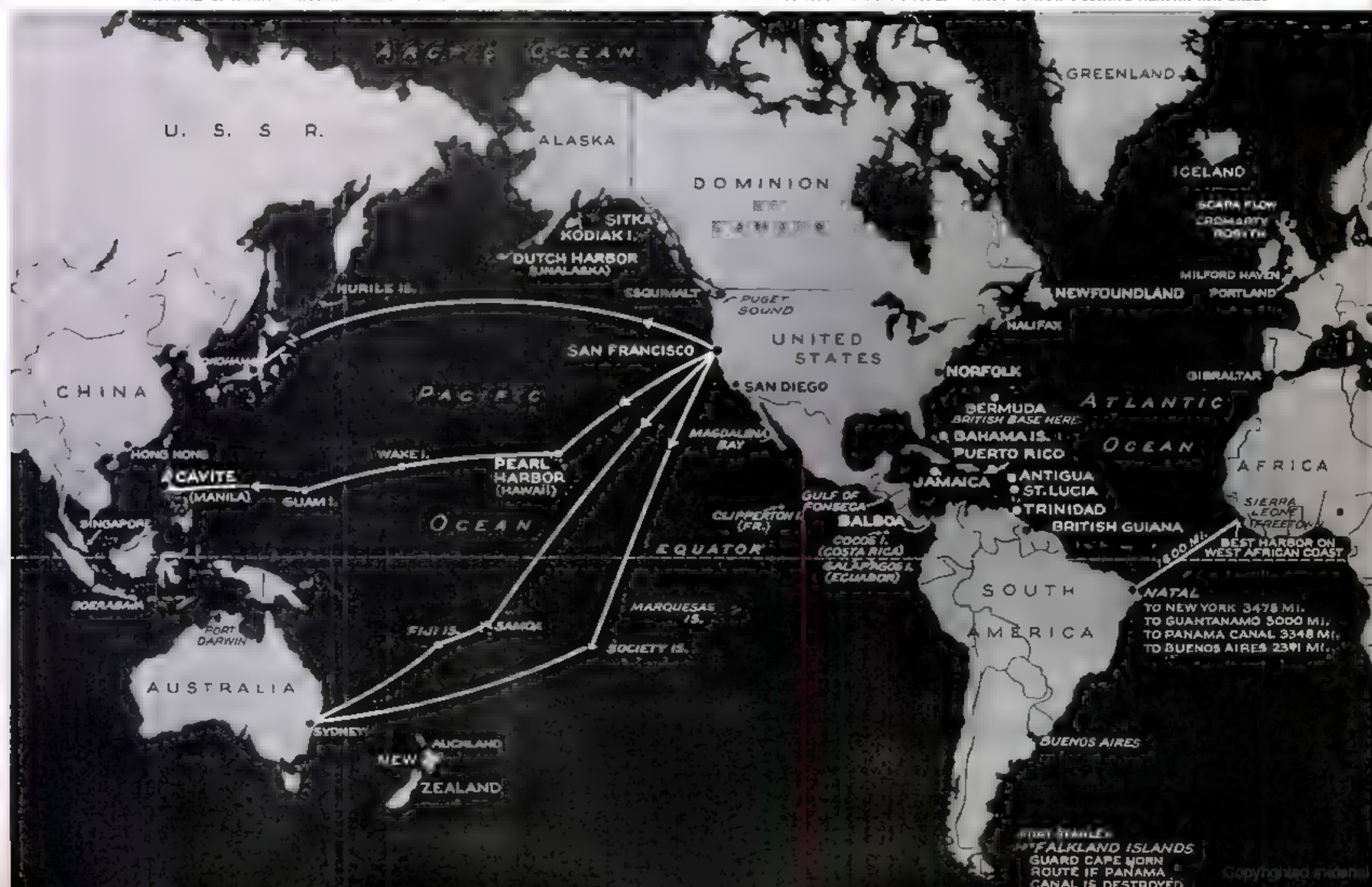
DIAMOND HEAD EAST OF PEARL HARBOR, HAWAII

Since none of the new Atlantic bases brings us within reach of the African continent, there is still the danger that a strong seapower might land an expeditionary force in South America. We would be better able to meet this threat if we had a base either at Natal on the bulge of Brazil or in Africa, or both. Use of the British base at Freetown would help solve this problem.

Pearl Harbor and its outposts dominate the central Pacific. In the north we are building a strong series of air bases at Dutch Harbor, Kodiak and Sitka. The western approach to the Panama Canal is an exposed area which would be strengthened by a base at the Marquesas. Cocos Island, which was offered to the U. S. as a base last week by Costa Rica, is virtually worthless except as a listening post because it has no good anchorage or landing place. The same applies to the Galápagos and Clipperton.

If the need arose for us to operate our fleet in the western Pacific we should be faced with a complete lack of base facilities. Our naval station at Cavite there lacks the resources of a fleet base and none of our strength in the Philippines is of a magnitude to deal with a threat by a major power—that is, by Japan. We would have to fight our way across the Pacific with the choice of three routes. Taking the northern route, by way of the Aleutian Islands and the Kuriles, we should have to occupy and equip advance bases as we went. This route is difficult and does not put us in a strong position for an attack on Japan proper. The central route also means fighting from base to base, a long and difficult operation. A much easier way is the southern route, by way of Australia, the Dutch East Indies and Singapore. The use of such a route depends on the cooperation of all these places for joint defense of the Southwest Pacific.

MAP SHOWS PRINCIPAL U. S. AND BRITISH BASES. NEW NEWFOUNDLAND BASE EXTENDS U. S. SPHERE OF ACTION TO EUROPE. NAVY IS NOW PUSHING ALASKA AIR BASES



LIFE ON THE NEWSFRONTS OF THE WORLD

Willkie objects; the House delays; Hitler shouts; Carol abdicates

"The country will undoubtedly approve. . . ." Thus Wendell Willkie, spokesman of the Opposition, began his comment on President Roosevelt's great base-destroyer trade. But though he conceded the value of the deal, Mr. Willkie emphatically did not approve, and hoped the country would not, of its lone and secret making. "It is regrettable," he proceeded, "that the President did not deem it necessary . . . to secure the approval of Congress or permit public discussion prior to adoption." Getting hotter as he thought about it, the Republican candidate declared three days later that the deal had been "the most arbitrary and dictatorial action ever taken by any President in the history of the United States."

True it was that the President had not taken either Congress or the people into his confidence and attempted to educate them to the specific need of his trade. But the fact that the trade was so overwhelmingly approved seemed adequate proof that he has done an excellent job of educating the people to the great basic fact of America's present danger, making them willing not only to accept but welcome swift, bold executive action for defense. Roosevelt supporters could point out that, unless he was psychologically ripe for it, no man ever yet became a drunkard by taking whisky as a medicine in time of illness, and the U. S. is no more likely to become a dictatorship through permitting occasional dictatorial action in an emergency. But it could also be said that even Mr. Willkie might not have objected this time if President Roosevelt had not previously demonstrated a temperamental weakness for the stimulant of executive power.

Tempus Fugit. The President's destroyer-base deal was only one of three long steps an arming America took on unblazed trails last week. Never before had there been any such peacetime call as a vanguard of 60,000 National Guardsmen in 26 States received to report on Sept. 16 for a year's full-time training. Never before in peacetime had Congress appropriated for arms in a single year anything like the eleven billion dollars rounded out when it finally



FISH

completed and sent to the White House on Sept. 6 the \$5,246,000,000 "Total Defense" bill, aimed to equip an army of 1,200,000 men, build 18,000 military planes and make a start on a two-ocean Navy. Best clue to the size of the job ahead was given last week by the New York Times. From "official sources" it obtained figures which threw considerable light on the President's famous "on hand and on order" fireside chat. They disclosed that the Army now has fewer than 300 first-line combat planes, of which only 59 are heavy bombers. Fewer than 1,500 combat planes, including 176 heavy bombers, were last week on order. Other figures (orders in parentheses): light tanks, 521 (627); medium tanks, 18 (1,000); heavy tanks, none (1); semi-automatic rifles, 53,132 (70,770); 90-mm. anti-aircraft guns, 1 (78); 3-in. anti-aircraft guns, 431 (100); anti tank guns, 250 (700); 155-mm. guns, 1,000 (none); 105-mm. howitzers, 15 (180).

Into the Burke-Wadsworth draft bill, which it

passed Sept. 7, the House last week wrote an amendment sponsored by Isolationist Republican Hamilton Fish of President Roosevelt's own Dutchess County, N. Y. (see col. 3) providing that for 60 days after the bill's passage an attempt shall be made to enlist a desired 400,000 men by volunteering. Only if that fails, and only by the number that volunteers fall short of 400,000, could men be drafted for army training. Obvious purpose was to postpone the draft until after elections. Cracked the President. "*Tempus fugit* (time flies)."

War. Last week Adolf Hitler was mad. Last week Winston Churchill was relatively cheery. Both war leaders gave vent to their moods with speeches.

Before a secretly summoned audience in the Berlin Sportpalast, Hitler showed that his dander had been raised by the almost nightly raids of British bombers over Germany despite pre-war assurances by the Nazis that their anti-aircraft defenses could not be pierced. Warned Hitler: "Now, night after night, the German Air Force will give them the answer. We shall attack in such masses that they will be smashed." He went on: "When the British say



HITLER

Britain that was by far the worst so far. It was followed by a let-up. Certain it was that British fighter squadrons have lost over half their first-line strength, are now filled with replacements. Pilot losses have been about 65% in proportion to planes destroyed. But German crew losses have been nearly 100%. The German Air Command had under-estimated Britain's air gain of the last three months by about a fifth. This month's bombing will seriously cut into production of new British planes. It has already briefly broken rail lines west of London and hurt east-coast bases.

Rope's End. The slickest dodger in Europe, King Carol Hohenzollern of Rumania, came last week to the end of his rope. For ten years he had balanced his alliances, faced all four ways at once, made an art of saying Yes and No. But the cold fact was that his outlandish patchwork of peoples was held together only by the protection of Great Britain and France. Having already lost Bessarabia to Soviet Russia, Dobruja to Bulgaria, on Thursday of last week he felt an almost physical pang as the Hungarians marched into Transylvania, a Hungarian area since the year 890. That night his new Premier, General Ion Antonescu, told him he had to quit, then told him again. The Iron Guard, with whom Carol had fought a bloody war of assassination, was in full revolt. Hitler had the power to tear all Rumania apart. Finally, with red eyes, at 5 a.m. Carol signed his abdication in favor of his only son, Mihai, 18, and left Rumania with his mistress, Magda



MIHAI

Lupescu. The Iron Guard stopped rioting and shouted, "Long live Mihai!" Rumania was left in the shape of a two-horned steer's skull with a guarantee of its borders by Hitler against Stalin and a dictatorship headed by Antonescu. Said he to his new King: "Sire, a prayer to God to help Your Majesty and me."

Willkie. On the marquee of a Kansas City theater the current feature and short were listed as follows: "THE MAN WHO TALKED TOO MUCH" WENDELL WILLKIE "INFORMATION PLEASE"

To isolationist Republicans, especially in Congress, that listing seemed peculiarly pat. Loud was the grouching that the Willkie crusade had gone lame. But astute little Joe Martin, the national chairman, remained quietly content with the reports of voters-for-Willkie coming in from county and State leaders through the land. Having summoned G. O. P. leaders from 21 States to Rushville on Sept. 5 for a pep conference on "down-to-the-precinct" organization, Mr. Willkie primed himself for his Far Western swing starting at Coffeyville, Kans. on Sept. 16—when, say his lieutenants, the fireworks will really begin. Evidence of the concentration he is giving to the job appeared one day last week when, descending from his second-floor office in Rushville, he absently shook hands with a pretty little woman who rushed up with a crowd to claim the privilege. "Why, Wendell," cried she as he turned away, "I don't believe you recognized me."

"Gosh, Billie," said the candidate to his wife, "excuse me. I was thinking."

PICTURE OF THE WEEK



WALKER

Opener of a trio of speeches in President Roosevelt's "non-political" campaign for re-election was delivered at Hyde Park to the Roosevelt Home Club. This "non-partisan" body was organized in 1928 to give Mr. Roosevelt a friendly local sounding board in his overwhelmingly Republican home district. Feature of

the speech was revelation of "a perfectly tremendous secret": the appointment of his old friend, Frank C. Walker, rich publicity-shy theater owner, to replace Jim Farley as Postmaster General. Carson Robinson's Buckaroos prefaced the speech with a special version of *God Bless America* as follows:

*God Bless Our President, Our native son,
Stand beside him, and guide him,
And his fight for the right will be won,
For a third term, Or a fourth term.
Put your shoulder to the wheel.
God Bless Our President, That's how we feel.*



Republican Hyde Park gets out the hunting for
a non-political speech by Neighbor Roosevelt



THE FRONT LINE OF ENGLAND IS DOVER, CALM UNDER HAIL OF BOMBS AND SHELLS

When newspaper stories of German bomber raids speak of "a southeast town in England," they generally mean Dover. Several times a day formations of 100 or more bombers and fighters cut into England at Dover. Each time they are met offshore or directly over Dover by the British fighters. The sky is a vast circus of maneuvering planes. And sprawled at ease on the cliffs above Dover, a phalanx of newspapermen and photographers watch and record the big doings in the sky. Shakespeare Cliff, named for a passage in *King Lear* and now renamed "Hell's Corner," is beyond the part of the town shown in the picture at left.

Dover, which once saw the Spanish Armada smashed and was once the start of the Roman road (Wathling Street) to London, is surprisingly undamaged. Ten houses and a church have been hit by German shells or bombs. The 18,000 of Dover's 40,000 citizens who have stayed on go about their business steadily, fortified by the amazing British phlegm of Dover's police. The errand boys wear tin hats, the ice-cream man reappears before the "All Clear" siren has sounded. The citizens and soldiers roller-skate, dance at the town hall, go to the Royal Hippodrome vaudeville, eat at the pubs called The Crypt and The Cause Is Altered. Gone are the Channel swimmers of peacetime, but now men covered with oil and blood are brought in from bombed ships in the Channel. The smugglers' caves in the chalk cliffs now hold 2,000 people during air raids. The people have stopped talking about the vast fires they saw three months ago along the coast of France, which they now call "The Fatherland." Now the talk is all of how many planes ("strangers") the Royal Air Force got in the last raid.

Historically it is nothing new for Dover to be England's front line. Before there were planes, it was always the doorway to England. Its Roman lighthouse is one of the oldest standing buildings in England. It was besieged by the French. Dover men helped fight off the Spanish Armada, may soon see a German Armada coming across the Channel.



Prime Minister Churchill in tin hat (center) stares through binoculars from "Hell's Corner" toward cliffs of France, behind which lie French bases for German bombers and fighters.



One Dover girl is squired by four Royal Air Force men. The newspaper correspondents arrived to find that all the town's eligible girls had been cornered by the armed forces.



Air-raid siren (pronounced syreen) sends a Dover girl running toward the air-raid shelter. Most of the small children have already been evacuated from Dover but 18,000 adults remain.



A lady shopper grimly finishes her day's shopping before taking to the air-raid shelter. Several other Dover citizens who have ignored the siren are to be seen in the background.



Below ground the stanch people of Dover cheerfully sit out a German air raid. People who have nothing more important to do are encouraged to take shelter by the air-raid warden.



SIGHTSEERS ARE KEPT OFF THE WRECKAGE-LITTERED FIELD. THE PLANE STRUCK AT LOWER RIGHT, MADE A SMALL CRATER, THEN BOUNCED INTO CORN AT UPPER LEFT

AIRPLANE CRACK-UP

WORST CRASH IN HISTORY

KILLS SENATOR LUNDEEN

The news U. S. air-transport men have been dreading finally came on Aug. 31. That afternoon a Pennsylvania Central Airlines DC-3 transport dived full speed into a field near Lovettsville, Va. Its 22 passengers, two pilots and stewardess were all killed. It was the first fatal airline accident in 17 months and the worst in all U. S. airline history.

Pennsylvania Central flies between Norfolk, Va. and Milwaukee. It had never had a fatal crack-up in 13 years of operation. On Aug. 31 the weather was stormy. The doomed plane reported all well at 2:31 p.m., then headed into a squall. At 2:41 it crashed

at top speed into a field of alfalfa, ricocheted 50 yards into a cornfield. There it disintegrated completely. Its wings flew off. Its cabin split like a dried pod. Its engines burst from their nacelles. The bodies of a passenger and the stewardess were flung 1,500 ft. from the crash.

From what little was left of the plane it was hard to tell what had happened. The pilot had his engines wide open. The plane was in a 45° dive. The Senate threatened an investigation for on the plane was Ernest Lundeen of Minnesota, the second U. S. Senator to be killed in an airline crash within five years.



A MYSTERIOUS TORPEDO MISSES THE GREEK CRUISER IN THE RIGHT BACKGROUND AND SMASHES INTO THE BREAKWATER OF TENOS ISLAND. TWO GREEKS WERE KILLED

MYSTERIOUS TORPEDO

DIRTY WORK IN BALKANS BLOWS UP GREEK CRUISER

Rarely has a photographer been more alertly on the spot than the one who took the picture above. He had gone to the Greek island of Tenos to photograph the Aug. 15 festival of the Assumption of the Blessed Virgin. In the harbor lay the gleaming Greek cruiser *Helle*, second biggest ship in the Greek Navy, a 27-year-old tub that used to ornament China's Navy.

Suddenly through the dazzling blue-green water of the harbor appeared a swift white wake without any boat. It was a torpedo. It missed the *Helle*, crashed into the waterfront. The amazed photographer got his camera ready. A moment later another torpedo

also missed the *Helle* and this time the photographer was ready when the explosion towered above Tenos (above). A third torpedo finally hit the unprepared, helpless *Helle* and sank her where she lay. The submarine that nobody had seen pulled in its periscope and slunk away into the Aegean.

The only sense anybody could make of this pointless crime was that an Italian submarine had done it. Italy would like to force Greece into war. The incident was particularly outrageous and Italians have always been annoyed by the fact that Tenos, whose population is of Venetian origin, belongs to Greece.

FIRST PICTURES ARRIVE OF THE BRITISH DESTRUCTION OF FRENCH FLEET AT ORAN



BRITISH CAPTAIN HOLLAND (LEFT)

would do exactly the opposite. As weeks passed and nothing happened, American observers concluded that the British were hopelessly strangled in red tape, mentally incapable of direct action.

On July 3 a British battle squadron in the Mediterranean dispatched Captain C. S. Holland (*above*) to offer the French the choice of surrendering, scuttling, being interned in the French West Indies or being sunk in battle. French Vice Admiral Gensoul rejected the ultimatum, neglected during ten hours of talk to get steam up on his ships. Just before 6 p. m. the British opened fire.

As these pictures vividly show, the French battleships' 18-in. guns were unable to reply at first, because they had no steam to work the big turrets. The 15-in. shells from the British battle cruiser *Hood* first picked off the *Bretagne* (see opposite page). Salvos screamed into the semicircular harbor from the whole British squadron of three capital ships and three cruisers. The *Dunkerque* got slowly under way, burning blackly, to run aground on the shore. The *Provence* after an hour and a half was a smoking hulk. But behind a smokescreen laid by destroyers, two of which were sunk, the *Strasbourg*, five cruisers and some destroyers streaked northeast out of the harbor. British planes from the aircraft carrier *Ark Royal* threw torpedoes at her, reported one heavy hit. But the fugitive squadron made good its escape to Toulon in France.

Of France's four capital ships at Oran, three were sunk or beached in that action. One escaped to France. Three days later British planes bombed the beached *Dunkerque*. A week later bombers smashed the new *Richelieu* off West Africa. Meanwhile the British had taken three other French battleships and six cruisers. Left to Germany and Italy were one damaged and one unfinished battleship.

The Germans screamed bloody murder with all the indignation of a gangster accusing a district attorney of illegal practices. "There is no stupidity which Churchill will not commit. His perfidy is unparalleled in history. . . . One of history's blackest pieces of treachery," howled the German press. "A melancholy action," said British Prime Minister Churchill. And so it was. But after it democracies breathed easier.



French battleships *Provence* (left) and *Strasbourg* (right) face toward the attacking British warships. The *Strasbourg* gets steam up to escape to France. See also the picture at the right.



Battlefield of Oran (*above*) shows Oran's shore in the foreground, the fortified point of Mers-el-Kebir in background. Small boats skitter about as British 15-in. shells fall. Below are massed the pride of the French Navy under fire, still anchored and without sufficient steam up to work their electrically operated turrets. In the foreground is the *Provence*, soon to be set afire, its big





guns silent. Behind it is the *Strasbourg*, its stern anchor down, getting up steam for the run to France. In the background is the battered *Bretagne*, already burning and sinking. The picture was probably taken from the *Dunkerque*, which was later beached and bombed. *Proteus* and *Bretagne* were 22,000 tons; *Dunkerque* and *Strasbourg* 26,500-ton copies of Britain's *Nelson*.



Death agony of the *Bretagne* begins as British 15-in. shells from the *Hood* and two battleships pound it unmercifully. In the foreground is the round wake of a big British shell.



"*Bretagne*" heels over for its death plunge. It is totally beyond any hope of salvage as a war vessel. Some 200 of the crew managed to escape. But many were safely on shore leave.



The black keel line is all that is left of the *Bretagne* as the crew swims for it (foreground). In background is the French seaplane transport, the *Commandant Teste*, reported also sunk.



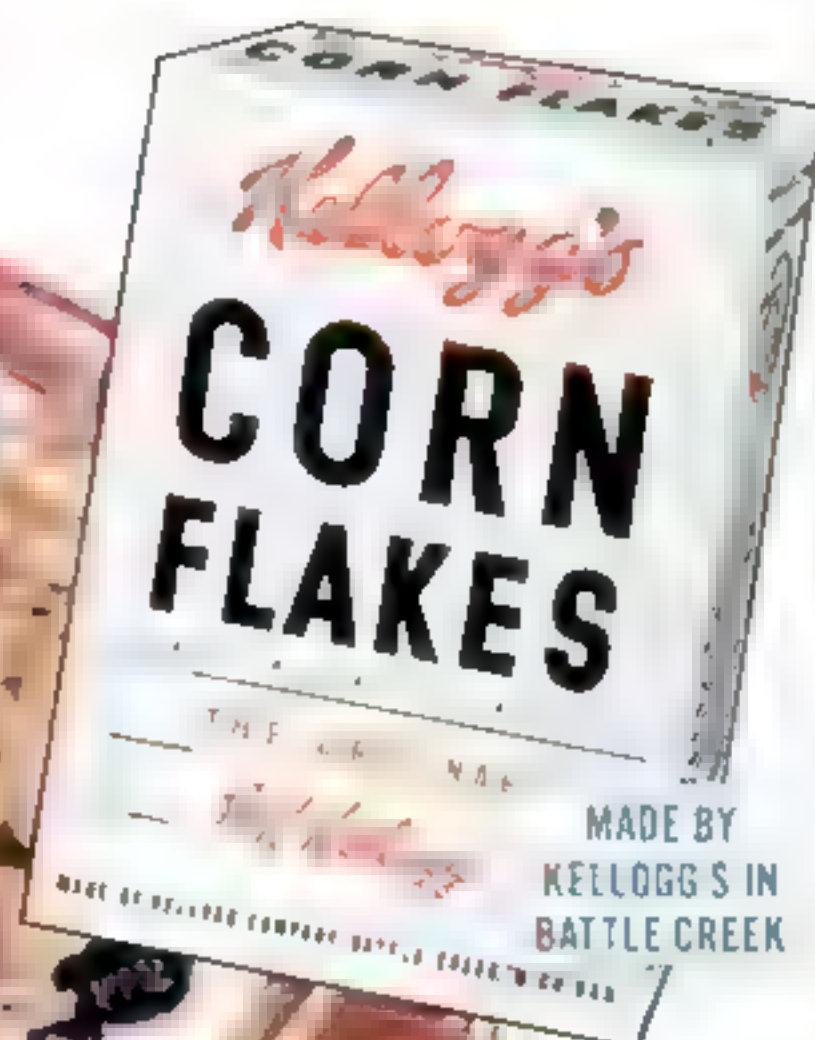
DEMPSEY FAMILY REUNION LEAVES JACK OUT IN COLD

At New York's LaGuardia Field on Sept. 4 photographers witnessed a brief reunion of the Dempseys, who since May had lived separate lives. Recently Jack took his daughters out to Salt Lake City to visit his parents. Mrs. Dempsey was waiting at the airport when they returned. Boisterously Joan leaped

into her mother's embrace, locked her arms around her neck. Barbara tugged at her mother's elbow, waiting for a kiss. But Father Dempsey looked on gloomily, dispensed no hug, no kiss. Asked if a reconciliation seemed possible he muttered that he didn't know, that their life apart was "not anything I want."

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Kellogg's—the original Corn Flakes have been America's favorite ready-to-eat cereal for more than 31 years. They're made from tender U. S. white corn . . . then they're flavored and toasted to a crisp golden-brown and rushed to dealers at the peak of their new-made goodness.

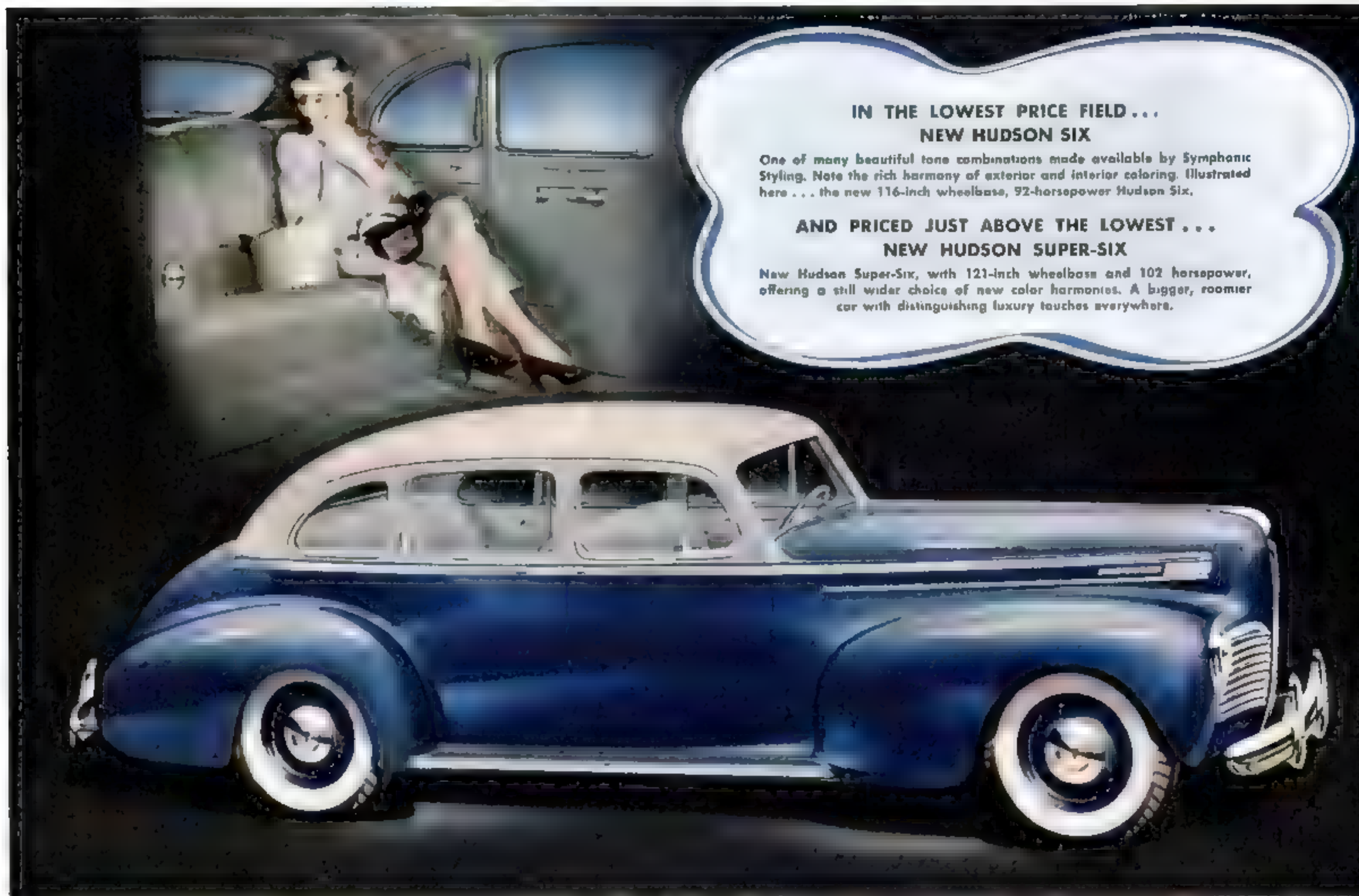
For breakfast, for lunch, for supper, for a light, digestible bedtime snack, there's never been another treat as tempting and as satisfying as a big bowl of Kellogg's toasted Corn Flakes. Get a package and see what a real hit they make with every member of the family. But play safe! Say Kellogg's before you say Corn Flakes!

Also ask for Kellogg's Corn Flakes in restaurants, hotels, dining cars.

DELICIOUS WITH
FRESH, FROZEN, COOKED OR
CANNED FRUIT

© 1957 Kellogg Company

HUDSON *FOR 1941* PRESENTS A BIG



IN THE LOWEST PRICE FIELD . . .

NEW HUDSON SIX

One of many beautiful tone combinations made available by Symphonic Styling. Note the rich harmony of exterior and interior coloring. Illustrated here . . . the new 116-inch wheelbase, 92-horsepower Hudson Six.

AND PRICED JUST ABOVE THE LOWEST . . .

NEW HUDSON SUPER-SIX

New Hudson Super-Six, with 121-inch wheelbase and 102 horsepower, offering a still wider choice of new color harmonies. A bigger, roomier car with distinguishing luxury touches everywhere.

TO OWNERS OF THE "OTHER THREE": Straight through the new 1941 Hudson Six and Super-Six, you will find extra values not obtainable in other cars in the lowest and low price fields. Symphonic Styling is just one of the ways in which Hudson gives you more for your money, in every popular price class

IN THE brilliant new 1941 Hudsons, you will find scores of other examples of this same engineering leadership . . . leadership that isn't content with what others may consider "good enough for the money." If there's something *better* to be had, Hudson gives it to you.

Safest Cars Are Safer Still

Your safety . . . the safety of those you love . . . *can't* be measured in dollars and cents! But, if it could, think of the *cash value* of the *extra* safety you get in every 1941 Hudson . . . *America's Safest Car.*

You'll find in every Hudson the best hydraulic brakes built . . . better still for 1941. But Hudson goes beyond that! You get the *only* hydraulics with an added mechanical safeguard, *working from the same foot pedal*, to protect you against brake failure, in case hydraulic fluid should leak away through accident or service neglect. This

can happen in *any* car, but only in a Hudson can you push farther *on the same brake pedal* . . . and STOP!

Another priceless safeguard which only Hudson gives you is Patented Auto-Poise Control. It helps keep front wheels on their true course automatically . . . *even if a tire blows*. And with it, True Center-Point Steering, the finest known. (A type used in only two other cars, both costing over \$1500.)

New Riding Ease . . . New Silent Shifting

To make your ride not merely *smooth*, but *smoothest*, Hudson developed a type of Independent Front Wheel Coil Springing that improves on that used in other cars priced high above any Hudson. Yet you get this great feature in a 1941 Hudson Six, *one of the lowest priced cars built today*. More for your money!

Take silent shifting. Even in its lowest priced 1941 models, Hudson gives you a new synchromesh transmission that is actually an improvement on the kind you find in the most expensive cars. Again, *more value per dollar!*

Economy Without Compromise

Operating and upkeep cost are important, too. And, here again, Hudson engineering leadership scores a big advantage for you. With the most efficient motor in any car built today, as official ratings prove, Hudson need not ask you to sacrifice size, room and luxury for the sake of economy. The "Hudson way" gives you *both* topflight gas mileage and a big, roomy, luxurious car—*economy without compromise*.

Before you choose your new car, see everything else that is new in Hudson for 1941—visit the nearest Hudson showroom. Find out how much *more* your money will buy there.

NEW STYLE IDEA...

Symphonic Styling

...and in every 1941 Hudson...

- ★ BRILLIANT NEW DESIGN!
- ★ LONGER WHEELBASES! ★ ROOMIER BODIES!
- ★ NEW RIDING AND DRIVING EASE!
- ★ NEW SYNCHROMESH TRANSMISSION!

...and with all this...

SAFETY YOU CAN'T GET IN ANY OTHER CAR

**AMERICA'S
SAFEST CAR**

Safest brakes, safest steering
...features that "think" for you
when there's no time to think!

For the First Time in Low Priced Cars, a Wide Choice of Interior Color Combinations That Harmonize With Exterior Colors, AT NO EXTRA COST

SYMPHONIC STYLING begins with brilliantly modern new design... bodies that are 5½ inches longer, a full two inches lower, and roomier than ever... with lines that flow in unbroken harmony from front to modish new rear.

But the crowning triumph of Symphonic Styling is that it makes available a wide selection of interior color combinations that harmonize with the exterior colors... at no extra cost!

In automobiles, up to now, one upholstery color has usually done duty with every body color. Carpets, floor mats, steering wheels and trim have introduced still other assorted colors and tones.

Now Hudson's Symphonic Styling gives you, in your 1941 car, the kind of color

harmony throughout that you want and expect in other fine things you buy. A car that is truly a symphony of line and color.

It has never been possible for any other automobile company to offer anything like this in regular, standard production. But Hudson, over a long period of years, has developed highly specialized methods that permit a wide variation in the details and equipment of each individual car, without interfering with orderly, efficient mass production. Symphonic Styling is the climax of this long-time development!

Here is another Hudson "first"... beauty new to the automobile... harmony of which you will never tire... yours in 1941 Hudsons at prices starting among today's lowest!

AMERICA'S LOWEST PRICED FINE CARS... NEW HUDSON COMMODORE SERIES

Here, Symphonic Styling reaches its richest beauty. In a wide range of superb exterior-interior color harmonies, one of which is pictured in the accompanying illustrations. These are cars of superlative luxury... including the 128-horsepower, 121-inch wheelbase Eight shown here; a companion Six; a Custom Club Coupe; and lavishly equipped Custom Sedans on 128-inch wheelbase. Airfoam Seat Cushions are standard in all Commodore models, and available at small cost in all other 1941 Hudsons.

(For more extensive information write to Hudson Motor Car Company, Detroit, Michigan, or to your nearest Hudson dealer.)



The day our garden moved down the block



1. Herb always groans when September rolls around. For Herb has a garden. And he always complains that he won't get any *fresh-tasting* peas again until the next June . . . once his own vines give out. I used to have to put up with his grouching. But *not* since I learned about Birds Eye Peas.



2. Yes, sir! Right here in September, I found out how to get the tenderest, *fresh-tasting* peas you can buy anywhere! They're Birds Eye *Quick-Frozen* Peas . . . as green and perky-fresh as any that ever came out of Herb's precious garden. I wish you could have seen Herb's face!



3. First he blinked. Then he brightened. And, once he'd tasted those peas, he wore a smile that touched both ears! "Oh, boy!" he spluttered. "*Real* early summer peas! But, Gosh, whoever heard of *garden-fresh* peas this tasty in September?"



4. "If you haven't," I said, "it's time you did! These are Birds Eye *Quick-Frozen* Peas . . . as *garden-fresh* now as most of those you used to grow over last June! And lots *better-tasting*, too! You see, Birds Eye grows *only* peas famous for flavor. And, are they *particular* .

5. "Only the plumpest, tenderest peas in the crop are O.K.'d for *Quick-Freezing* . . . 4 hours after picking! All their luscious goodness is *sealed in*. You can see why Birds Eye Peas are *always* so grand, box after box! But you'll be amazed to know they *save us* money, too!"



6. "How can they?" Herb asked. "Figure it out," I said. "Birds Eye Peas come all shelled, washed, ready for cooking. Why, I'd have to shell 2 whole lbs. of peas in the pod to get as much to eat as I get from 1 box of Birds Eye. And I *don't* pay for waste pods!" (Herb says this winter he'll do *all* his "gardening" at the Birds Eye store!) P.S. Good idea! Why don't *you* try it, too?



7. All stores do not yet have these grand Birds Eye Foods. But it will be worth your while to look for one. The Birds Eye on the window and the Birds Eye on the package guarantee you only the top quality in Quick-Frozen Foods.

BUY WITH CONFIDENCE!
Birds Eye Peas have been accepted by the Council on Foods of the American Medical Association.



Order Today from this Birds Eye list:

Sliced Peaches—for shortcakes
Spinach—washed, so small
Ocean-fresh Cod Fillets
Red Pouch Fillets
Chopped Steak—all beef!

Try this grand dish!
Fowl for Friends—Selected, milk-fed fowl . . . cut in pieces, ready for pan! Delicious served with thick, brown gravy!

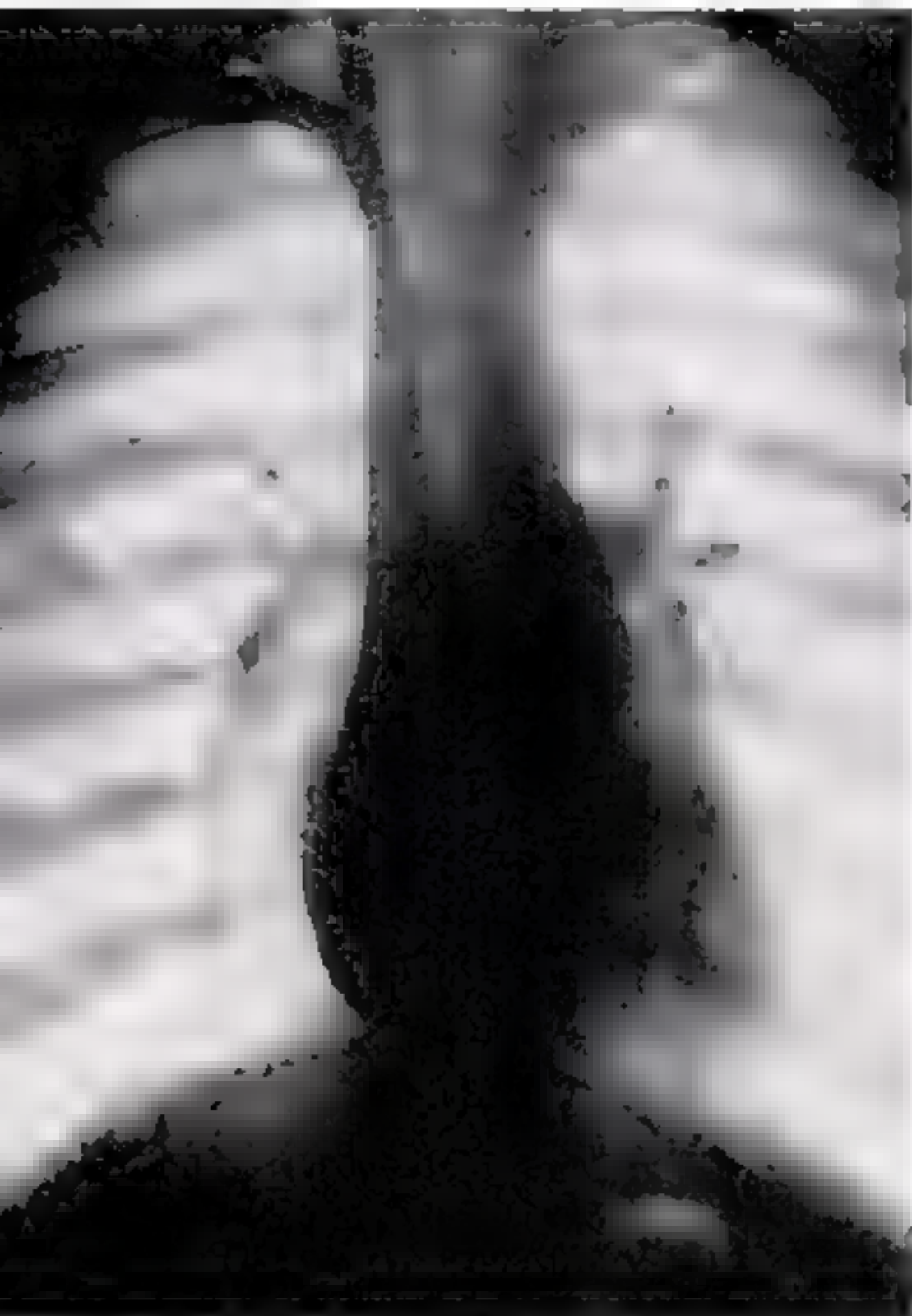
And there are more than 50 others—all cleaned, trimmed, ready to cook or serve. Get a box today!

FARM-FRESH FOODS—IN PACKAGES

For more information, write Frosted Foods Sales Corp., 250 Park Avenue, New York, N. Y.

Copyright, 1947, General Foods Corp.





Right side of heart (left above) is here filled with blood from the body. Blood (shown black) contains a radio-opaque substance.



Pulmonary tree is next filled with blood. This technique was developed by Drs. George P. Rohli and Israel Steinberg of New York City.



Left side of heart then pumps blood from lungs into general circulation. For heart's mechanics, turn page.

THE HEART

ITS DISEASES ARE NOW THE MAJOR
FACTOR IN THE U. S. DEATH RATE

The heart, beating 2,300,000,000 times through a normal life span, is the most vigorous organ of the body. Yet diseases of the heart, accounting for about 250 in every 1,000 deaths, are today the greatest single factor in the mortality of U. S. citizens.

Most cardiac deaths (55%) result from the degenerative processes of advancing age that bring death at ages over 45. The remaining are caused by heart trouble induced by systemic infections, particularly the scourge of childhood, rheumatic fever, which strikes one child in every hundred. Rheumatic heart disease is responsible for two-thirds of all heart deaths before the age of 35.

It is in control of rheumatic fever that medicine finds concrete hope for progress in control of heart disease. Among the institutions now specializing in

rheumatic heart disease are Home of the Good Samaritan in Boston and Irvington House in New York. They have developed a routine of care that is basic for treatment of all heart diseases.

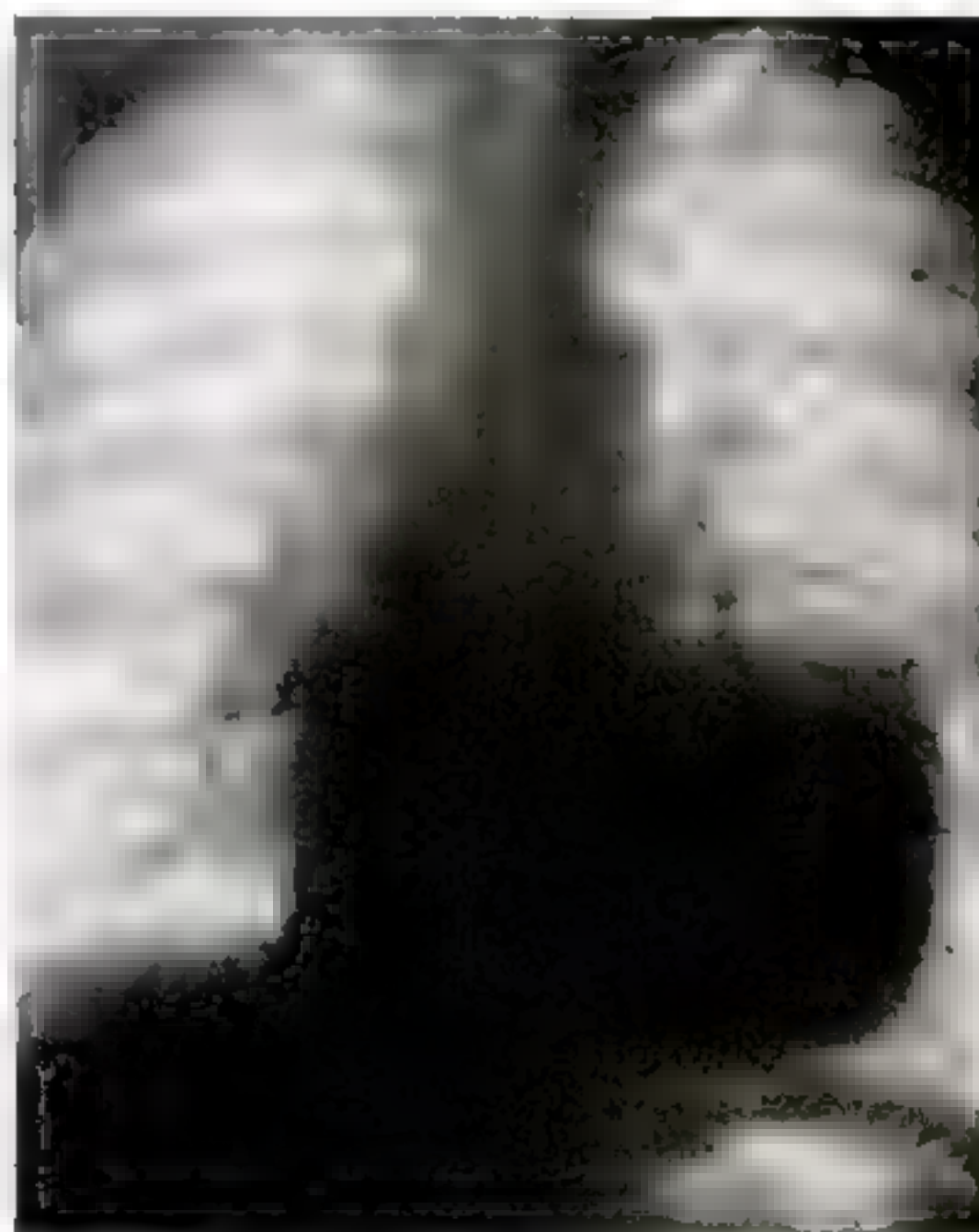
Medicine's most potent instrument is still early and accurate diagnosis by heart sounds, electrocardiograph tracings, fluoroscopy and X-rays. Shown here are X-rays taken for diagnosis by a new technique. Heart troubles are of many kinds. The American Heart Association, national organization in this field, urges heart-worried U. S. citizens to remember that, like other diseased organs, the heart responds to care. Once damage has been defined, cardiac patient must learn to adjust the pace and habits of his life to his heart capacity and thus give the heart a chance to exercise its own vigorous powers of compensation.



Hypertensive heart is indicated, by radio-opaque technique, in an increase of size of left ventricle and arch of the aortic artery.

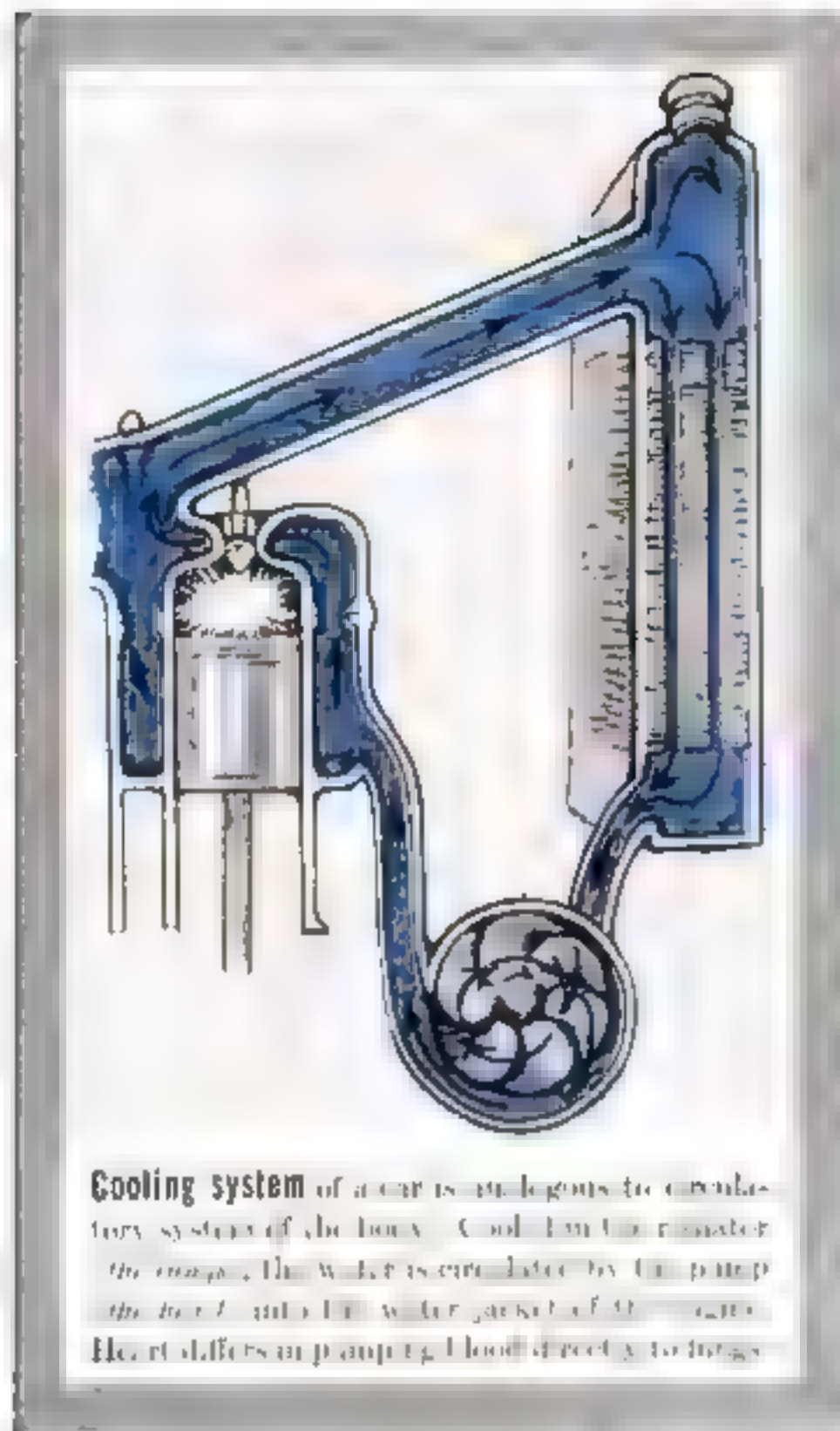


Heart damage in rheumatic fever victim is inspected with fluoroscope at Irvington House. This is one of several vital diagnostic procedures.

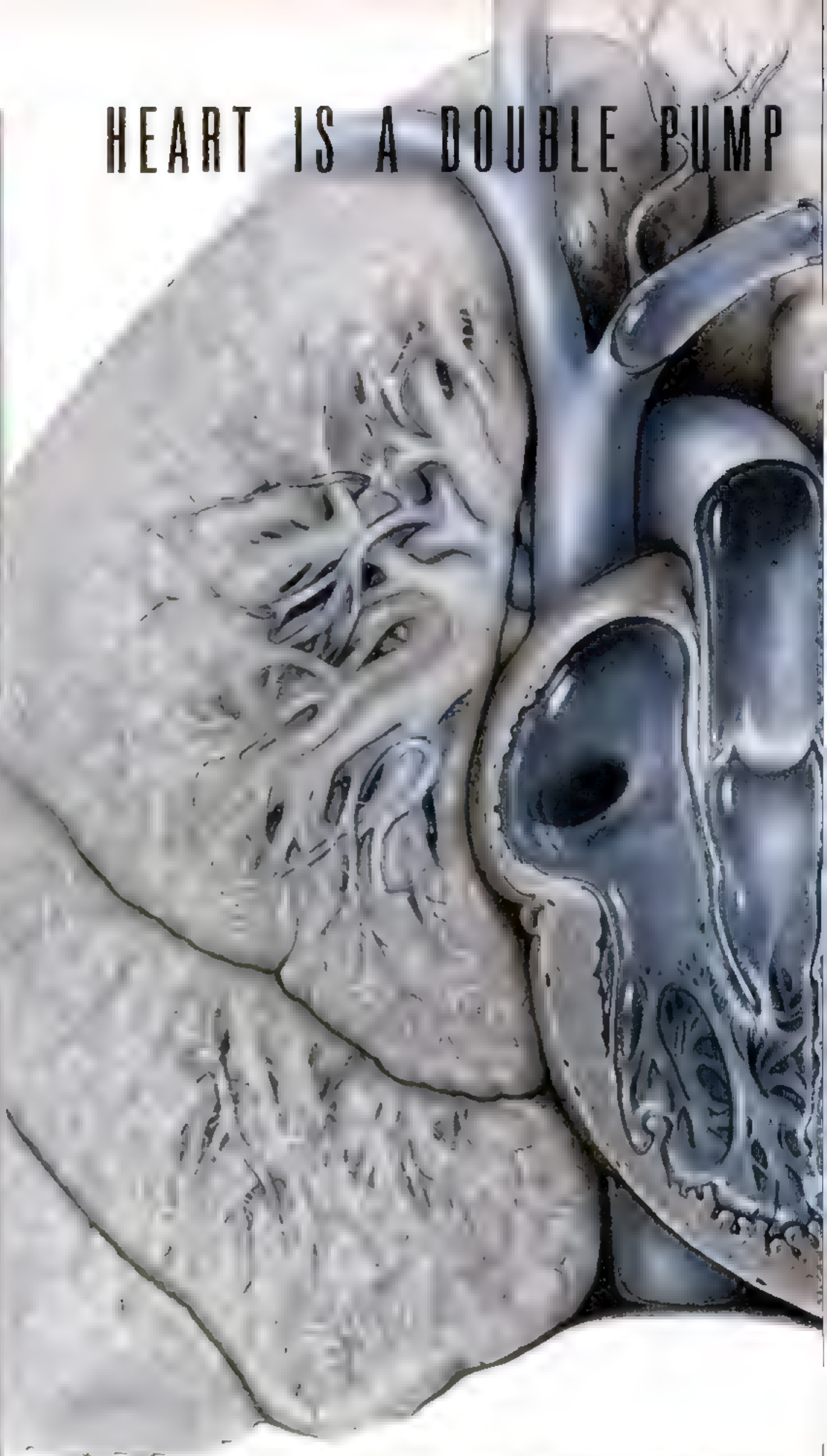


Enlarged ventricle and thinning of the wall of badly diseased heart contrasts with normal heart above.

(continued)

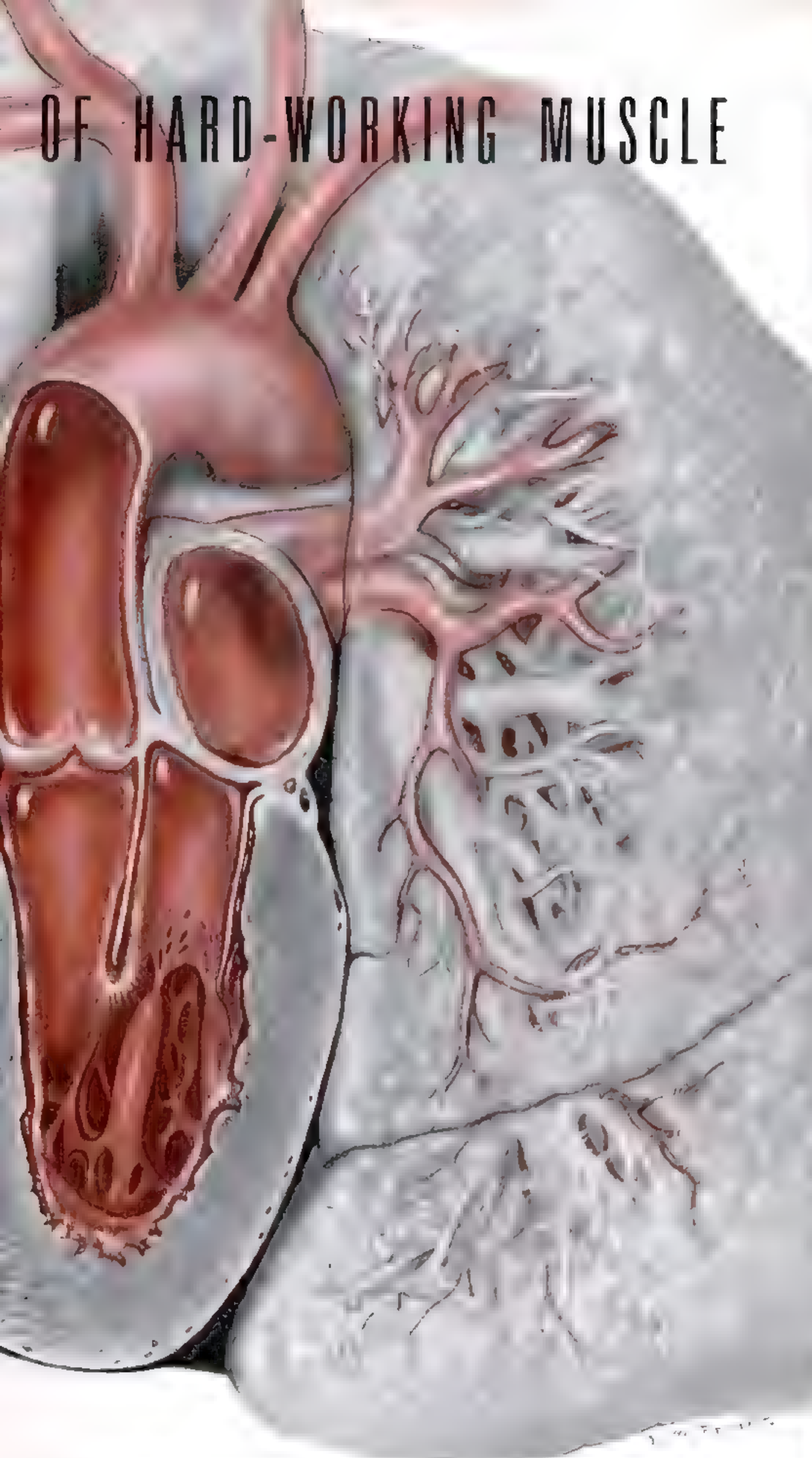


HEART IS A DOUBLE PUMP

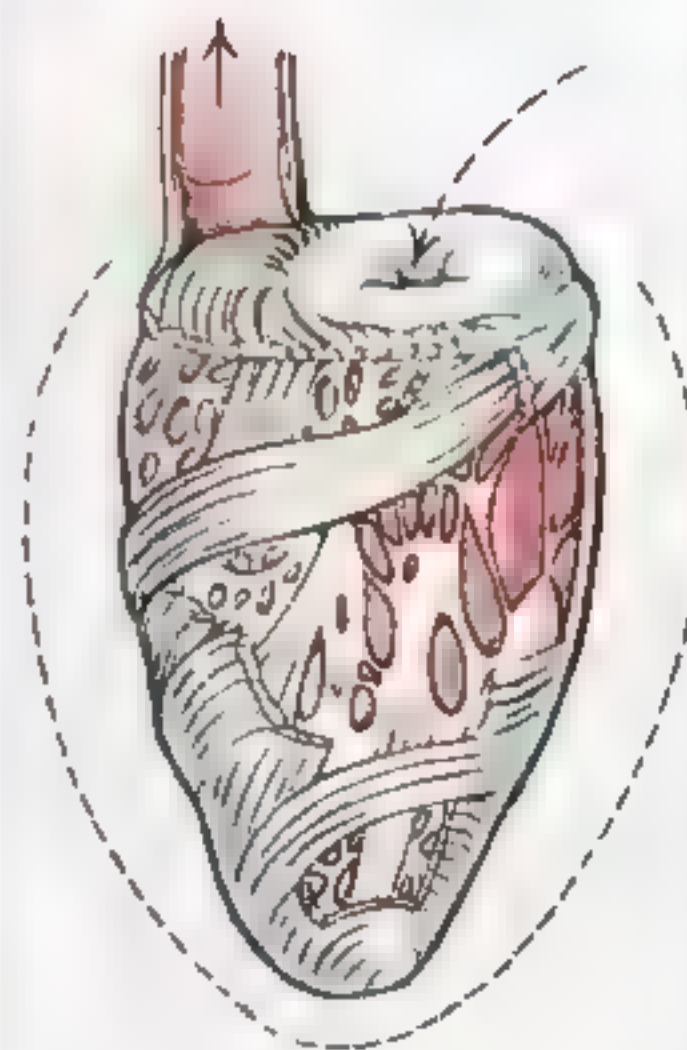


The heart is a hollow muscular organ whose function is to pump approximately four quarts of blood through the endless channels of the circulatory system. Its mechanism, with valves and chambers, is a double pump. The right side of the heart *left atrium* receives oxygenated blood *from the lungs* into its upper chamber, the right atrium, and delivers it, through contraction of its lower chamber, the right ventricle, into the pulmonary artery and lung. Re-charged with oxygen, the blood *now oxygenated* returns from the lungs to the left atrium *above right*.

OF HARD-WORKING MUSCLE



Circulatory system carries blood away from the heart through arteries (red) into minute capillaries and back through veins (blue). Arteries are equipped with constriction tissues to help keep blood moving; larger veins have one-way valves.



Muscle bands of heart, as shown in left ventricle, are laid in crisscross spaces. Contracting, the heart twists forward and to the right, literally wringing blood out of its chambers. One-way heart valves keep blood from backing up.

and is pumped by the left ventricle through the aorta back into general circulation.

The pumping cycle is a wave of contraction which sweeps systematically over both sides of the heart, forcing the blood from the arteries into the ventricles and thence into the arteries. Contractions are originated and co-ordinated by the heart's own timing center. Duration of the cycle is eight tenths of a second. With three ounces of blood delivered each time into general circulation, the heart pumps the body's total blood volume the full circuit approximately three times a minute.



Overland 1.

Triumph of Character

When the scientist John Michaels* announced the success of his final experiments, despite the neglect and the ridicule of his colleagues, it was more than a victory for pure science.

It was a tribute to his character... to the character that is exemplified by devotion of a lifetime to a purpose, and keeping to that one objective no matter what happens.

Like John Michaels, this Company has devoted a lifetime of effort to one purpose. For over a quarter of a century its one object has been to make the finest motor oil that can be made. Its four great modern refineries are designed to this end... its whole organization keyed to this ideal. And the motoring public definitely recognizes Quaker State's outstanding excellence, because repeated surveys in all parts of the country have consistently shown Quaker State to be America's preferred motor oil. Quaker State Oil Refining Corporation, Oil City, Pa.

*The name is fictitious, of course.

Trust your car to
the Oil of
CHARACTER!



The heart (continued)



Afternoon nap is a vital part of day's schedule at Irvington House. Rheumatic fever victims must have intensive care for first five years to prevent disastrous recurrences.



One step at a time is the way rheumatic fever patients must climb stairs. At Irvington House the children must learn to play without sudden exertions and fatigue.

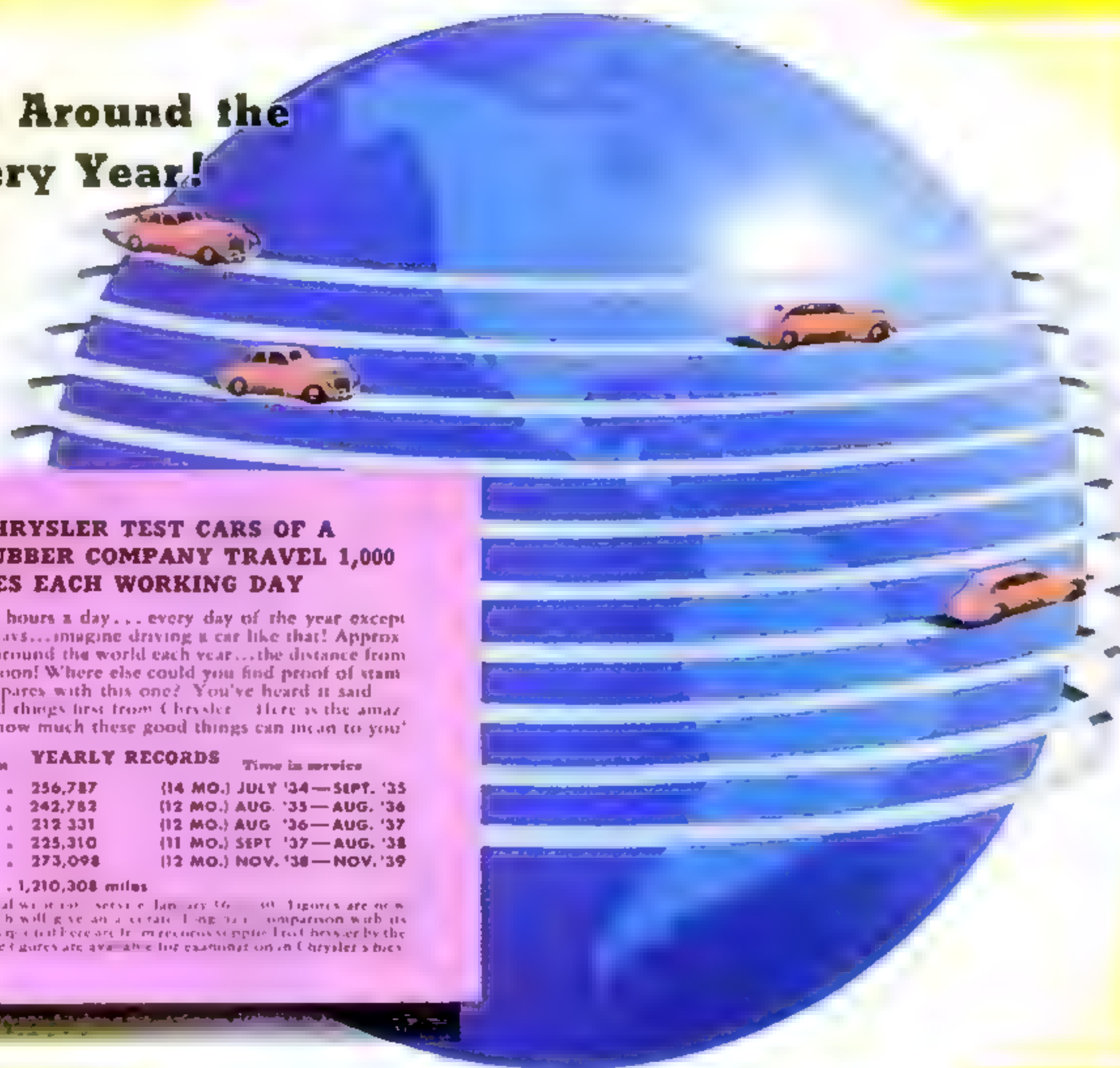


Solarium makes indoor table games and activities possible without the loss of beneficial sunlight. Rheumatic fever victims are encouraged to find fun in manual skills.

A MILLION MILES OF PROOF

— of Chrysler Stamina and Economy!

**Ten Times Around the
World Every Year!**



THE CHRYSLER TEST CARS OF A FAMOUS RUBBER COMPANY TRAVEL 1,000 MILES EACH WORKING DAY

Two shifts... 20 hours a day... every day of the year except Sundays and holidays... imagine driving a car like that! Approximately ten times around the world each year... the distance from the earth to the moon! Where else could you find proof of stamina that even compares with this one? You've heard it said 'You get the good things first from Chrysler.' Here is the amazing proof of just how much these good things can mean to you!

	Miles run	YEARLY RECORDS	Time in service
1934 CHRYSLER	256,787	(14 MO.) JULY '34—SEPT. '35	
1935 CHRYSLER	242,782	(12 MO.) AUG. '35—AUG. '36	
1936 CHRYSLER	212,331	(12 MO.) AUG. '36—AUG. '37	
1938 CHRYSLER	225,310	(11 MO.) SEPT. '37—AUG. '38	
1939 CHRYSLER	273,098	(12 MO.) NOV. '38—NOV. '39	

TOTAL . . . 1,210,308 miles

*A 1940 Chrysler Royal will set a record January 16, 1940. Figures are now being established which will give an accurate long-term comparison with its predecessors. All factoring in here are from records supplied to Chrysler by the tire manufacturer. The figures are available for examination in Chrysler's files.

Look at these Chrysler Records!

...The Distance from the Earth to the Moon in 12 Months Driving!

IMAGINE driving your car 20 hours every day... piling up 1,000 miles a day at almost "wide-open" speeds... *and doing it every day for years!*

That's exactly what a prominent tire and rubber company has been doing with its Chrysler test cars since 1934.

Driving in two shifts daily, these cars have piled up a yearly average mileage of more than *the distance from the earth to the moon*... with a meticulous record kept of every detail of performance... every penny of cost. Probably no individual motorist in the world has so complete a record of cars performing in such strenuous service!

Look at the records and marvel! Not only at the amazing performance and economy of these Chryslers, but at the steady betterment of these figures! Note the astonishing increase in gasoline and oil mileage... and then reflect that each Chrysler has been bigger and more powerful than the one which preceded it.

See how average speeds have increased and every cost lowered!

GASOLINE

1934 Average per gallon	..15.2 miles
1935 " " "	..15.7 miles
1936 " " "	..16.2 miles
1938 " " "	..16.3 miles
1939 " " "	..16.7 miles

OIL

1934 Average per gallon	.. 620 miles
1935 " " "	.. 700 miles
1936 " " "	.. 1,016 miles
1938 " " "	.. 1,262 miles
1939 " " "	.. 1,652 miles

SPEED

1934 Average per hour	..43.2 miles
1935 " " "	..48.4 miles
1936 " " "	..51.3 miles
1938 " " "	..51.5 miles
1939 " " "	..52.3 miles

REPAIRS

1934 Average Cost	..66 100 cents per mile
1935 " " "	..51 100 cents per mile
1936 " " "	..33 100 cents per mile
1938 " " "	..29 100 cents per mile
1939 " " "	..27 100 cents per mile

Claims are easy to make, but facts speak with the greatest authority of all. Whatever motor car you own or plan to buy, these facts and figures suggest the satisfaction you, too, can expect from a Chrysler!

Be Modern — BUY CHRYSLER !

Clean, Tough & Good Protection



IT TAKES A TOUGH OIL to withstand the terrific punishment your modern motor dishes out!

For that engine may fire faster than a machine gun...generate heats hotter than a blowtorch...bear down with loads heavier than a steam roller!

But Mobiloil can take it!

It flows freely in close clearances...protects *instantly*. Its clean, full-bodied film coats critical parts...minimizes the threat of breakdown!

You get complete, "Balanced Protec-

tion" every mile you drive your car!

Insist on Mobiloil for your next oil change. You'll save money because it:

1. Retards wear. Flows fast at starting temperature; resists thinning under heat.
2. Resists sludge formation. Mobiloil is distilled, refined, dewaxed, filtered.
3. Reduces wasteful "oil drag." Helps you save on gasoline.
4. Resists carbon formation because unstable elements are removed from the oil.

SOCONY-VACUUM OIL COMPANY, Inc.
AND AFFILIATES

Magnolia Petroleum Co.—General Petroleum Corp. of Calif

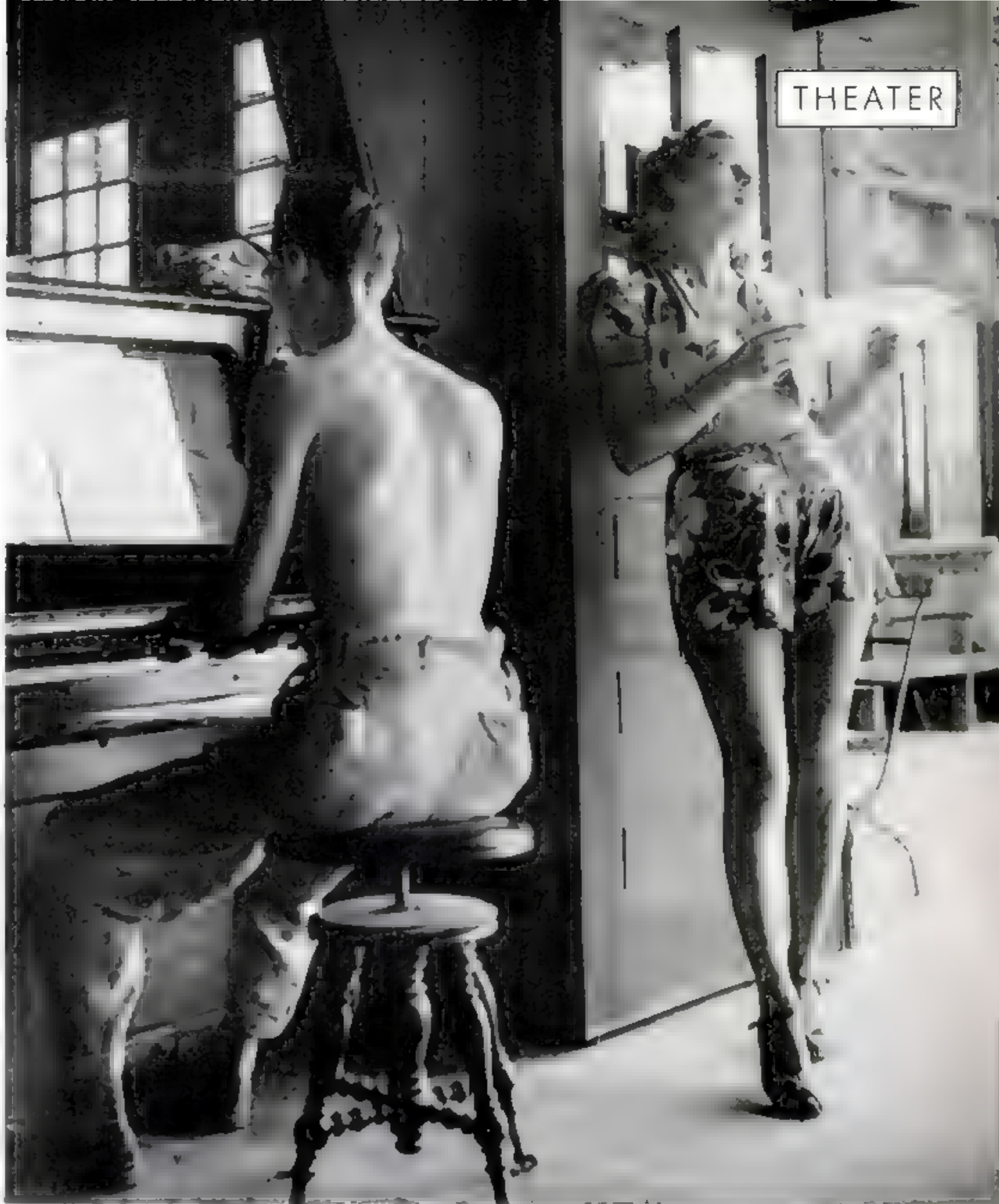
BORSCH CIRCUIT

IT DOESN'T LIKE ITS NAME BUT
ITS SHOWS ARE FAST, ROWDY FUN

The Copake Country Club near Craryville, N. Y. is a typical borsch-circuit resort. The borsch circuit, by now a thoroughly entrenched bit of Americana that derives its name from a Russian beet soup cherished in Jewish homes, covers some 5,000 camps and hotels within a 300-mile radius of New York. Its patrons are mainly Jewish secretaries and bookkeepers in search of husbands. Its male guests, in minority, are mainly white-collar employees in search of fun. Its rates are \$25 to \$35 a week, though some run up to \$50. Its food is generally good, sometimes kosher and always abundant. Its "social directors" keep guests energetically amused at night after days crowded with tennis, bathing, riding, canoeing and golf. Its entertainment in "social halls" consists usually of a midweek drama, a Saturday night revue, a Sunday night floor show and cabaret. Its talent often has good Broadway names and frequently goes out to become big Broadway hits. Its shows and musicals are hastily thrown together but add up, at times, to good, fast, rowdy fun.

Last spring the borsch circuit made news by banding together in a campaign to abolish the phrase borsch circuit. The name, it felt, was undignified and belittled the quality of its entertainment. It pointed out that from its midst had come such distinctly untorsch-like showmen as Moss Hart, Arthur Kober, Clifford Odets, Allen Boretz and John Murray (*Room Service*), Harold Rome and Charles Friedman (*Pins and Needles*).

This summer the borsch circuit did bigger business than ever. So crowded were its resorts that over the Labor Day weekend guests slept in infirmaries and boat-houses. But fun in the borsch circuit, as these pictures show, has remained much the same as in the days when Arthur Kober patterned after it his engaging play *Having Wonderful Time*. The news about the borsch circuit is, in short, that borsch by any other name is still borsch.



Blues singer at Copake Club is Dolores Anderson, here rehearsing a new song written for the floor show by Compos-

er Lee Wainer (at piano). Dolores will shortly make a big jump from the borsch circuit to fashionable Cafe Pierre.



The Rube Goldberg skit, used for years in vaudeville, is rehearsed on the sunset porch of social hall. Borsch-circuit actors get food, keep, sports privileges and \$40 to \$100 a month.



Saturday revue is a mixture of old vaudeville numbers and original sketches. This show, called *Cornzapoppin*, after Broadway's *Helzapoppin*, kept audience of 1,100 in stitches.



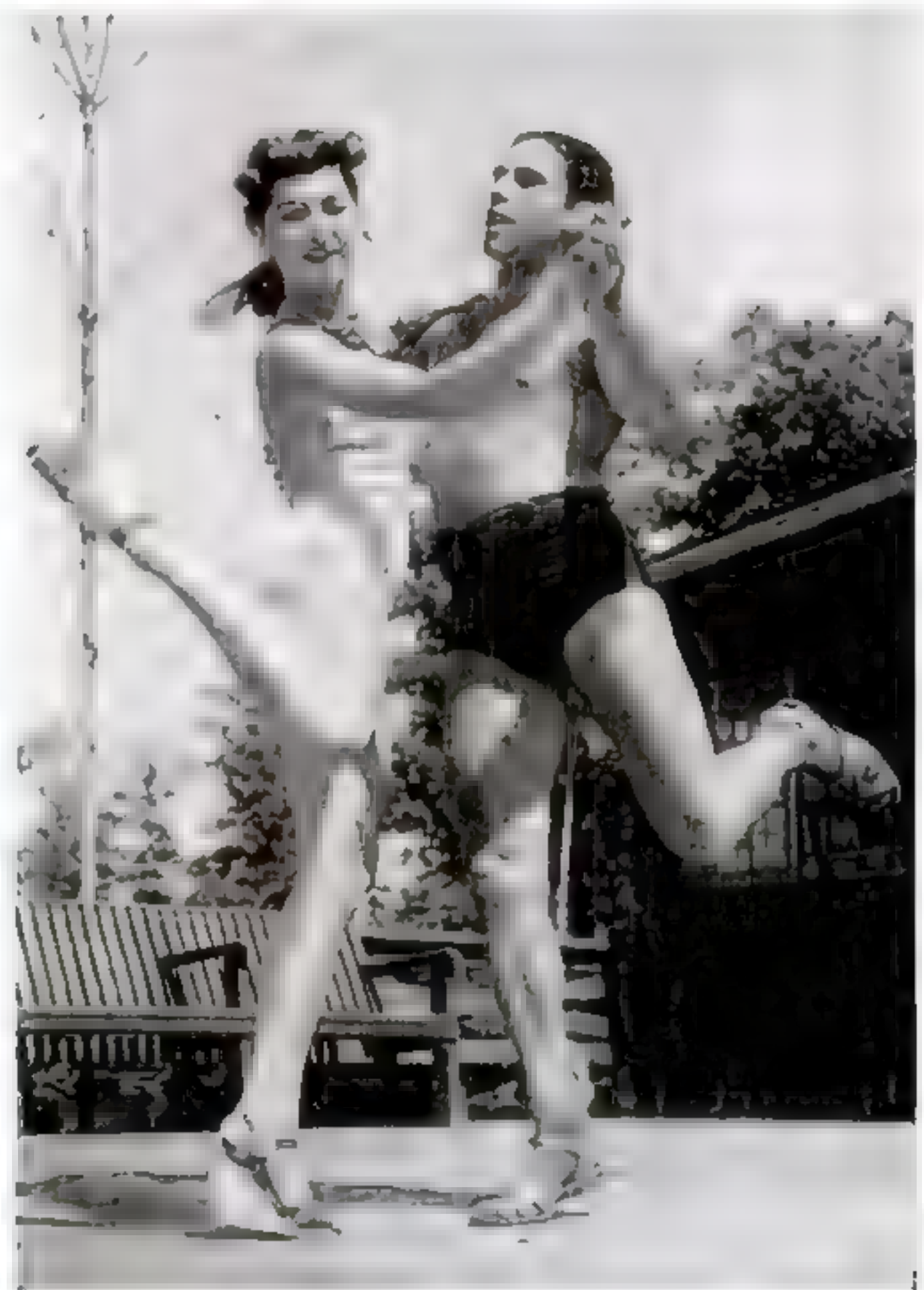
three
KAYSER
rules for your
Glove Life

RULE I—wear "Morning Editions" for day life:
A. "Good News"... 1.00 B. "Speedway"... 1.50
C. "Tick-Tuck"... 1.95

RULE II—wear "Tween-Timers" for afternoons:
D. "Double Talk"... 1.50 E. "Spire"... 1.00

RULE III—wear "Tea-Timers" for dates:
F. "Domino"... 1.00 G. "Flourish"... 1.25

BE WISER—BUY KAYSER... MADE IN AMERICA



Conga teachers are Sylvia and Walter Bourée, who won Harvest Moon Ball in 1938, now teach at La Conga night club. They are rehearsing an old Vernon Castle dance.



Beauty winners of weekend contest are (l. to r.) Marsha King, most beautiful body; Mrs. Henrietta Grey, most beautiful face; Lynette Drosin, most beautiful costume.

*The "soap box" today will be
a real car tomorrow*



The problem of youth at the wheel

Gangway! Here he comes—freckles, soap box and all... but time doesn't stop and it won't be long till it's the real car he wants... How will he look at driving?

An engineer his first time at the throttle... A pilot up on his first solo... Ship's captain—first voyage on the bridge. And a boy his first day at the wheel.

Those things are new horizons—new responsibilities for a boy. They ask for judgment, for nerve and for knowledge.

* * *

"Youth at the Wheel" is just as vital an issue among responsible American parents as an election or a war. It touches your boy—not tomorrow—but today.

You shudder at tragic accidents involving carloads of young folks.

You see traffic-ridden streets and race track country highways.

You know you can't keep on saying forever, "You're still too young" when it comes to the family car.

We believe when the time comes for the youth to take the wheel he can have no better background for taking it right than the example of a careful-driving father.

Will a boy drive reasonably if he continually hears his father boast how he "broke all records from such-a-place to such-a-place"?

Will a boy think seriously of fenders and garage doors if his father is continually getting fenders straightened and doors fixed?

Will a boy be disposed to Driving Sportsmanship if his dad hogs the road, doesn't bother with signals, and, in case of accident is always out first to give the other fellow "a piece of his mind"?

Careless-driving fathers don't necessarily breed careless-driving sons—but "I want to be like Dad" is still a great trait of an American boy.

Fathers (and mothers, too) can often be held accountable for driving sins of omission and commission by their children.

If you respect your car, your children have a better chance to respect it.

If you drive carefully and responsibly you set an example that cannot possibly be harmful to them.

Accidents can and will happen, but we sincerely believe they will happen less often when parents let their children start driving only after they have passed, not the test for a driver's license, but *your* test for their driver's "Moral Responsibility License"!

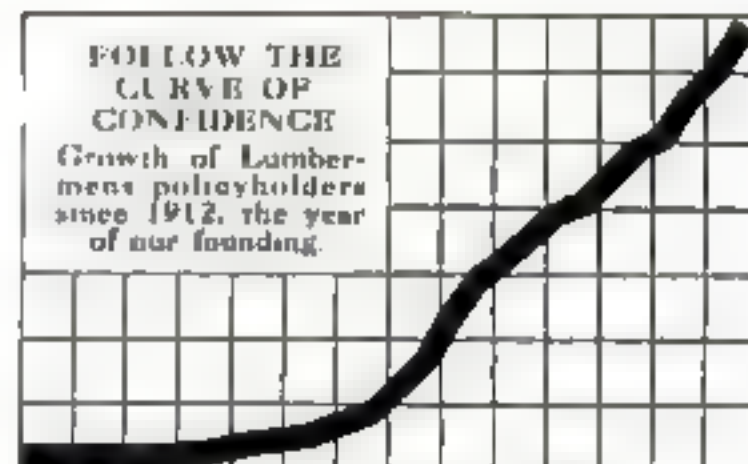
PRESIDENT

Lumbermens

MUTUAL CASUALTY COMPANY

JAMES S. KEMPER President Home Office: Mutual Insurance Bldg., Chicago
Operating in New York State as (American) Lumbermens Mutual Casualty Company of Illinois

FOLLOW THE
CURVE OF
CONFIDENCE
Growth of Lumber-
mens policyholders
since 1912, the year
of our founding



"Why is good driving of interest to Lumbermens?"

You may ask that question saying, "Your business is insuring cars, not driving them."

That is true. The difference is, we insure cars that are well driven—really good risks.

It is this practice that has enabled Lumbermens to reduce the cost of automobile insurance as low as it can go and still represent top insurance safety.

It is this practice which has enabled Lumbermens constantly to turn back to its policyholders substantial yearly dividends.

Picking only the good risks means lower cost protection to the risks that are picked.

Let a Lumbermens agent in your city protect your car and your liability for your car and tell you about the famous "Not Over 50" Club. Lumbermens agents are located throughout the United States and Canada.



MRS. LOWELL THOMAS

calls her Copper Clad utensils

Kitchen Grouch



"Every dish is a thrill," she says. "For vegetables cooked the 'waterless' way in these famous copper clad stainless steel Revere utensils come out garden-fresh, saving the essential vitamins and minerals that used to be wasted; meats, luscious and golden brown."

You get a new cooking touch with a Revere Copper Clad Stainless Steel Set of your own. And you forget about recipe failures... burned through pans... pots that slip out of your hands. By waterless cooking, you see fuel bills come down. You wonder why you ever thought pots and pans were hard to clean. And best of all—the next year, or 20 years from now—your Revere Ware Copper Clad Stainless Steel will still be a pride and joy to you. It's practically indestructible. Yet costs little if any more than many other durable utensils.



"EVERYBODY CAN AFFORD REVERE COPPER CLAD STAINLESS STEEL. I BOUGHT A COMPLETE SET ON THE BUDGET PLAN AND IT'S JUST ABOUT PAYING FOR ITSELF IN SAVINGS ON FUEL AND UTENSIL REPLACEMENT."
MRS. ARTHUR O'NEILL

FREE "REVERE'S GIFT TO AMERICA'S KITCHENS"
—with special "waterless cooking" guide—sent on request

ELEVEN PURPOSE SET . \$19.95

ALL PURPOSE SET . . . 28.49

Prices slightly higher in the West



See the new Revere Ware Copper Clad Stainless Steel Utensils at your local department or hardware store.

Revere COPPER-CLAD STAINLESS STEEL **Ware**

REVERE COPPER AND BRASS INCORPORATED

Rame Manufacturing Company Division, Rame, N. Y.

Borsch Circuit (continued)



Rehearsal for *Our Town* is held on sunset porch overlooking Lake Copake. During summer players did such shows as *Outward Bound*, *Private Lives*, *Awake and Sing*.



Two physical culturists draw a ring of admirers on lawn. Girl on ground is Ruth Plotnick, Bronx bookkeeper, hosting Celia Brody, Springfield, Mass., secretary



Forty winks are caught by Dolores Anderson while players rehearse in social hall. Actors like the borsch circuit because it gives them training in plays and musicals.



You will soon hear the remarkable story of a new kind of car which is now in production at Nash Motors plants.

A car advanced so far beyond present-day standards that the bare facts about it make startling news.

Exhaustive road tests show economy of operation that overshadows anything yet achieved for a car of its size and performance.

Savings up to \$100 a year can be had by the average family.

This new-type automobile represents two years of intensive

development, and an investment of many millions of dollars by the Nash Company.

It is available in three series, starting in America's *lowest-priced* field.

Get ready for a new idea of what a car can do, and how little a mile can cost.

The Nash Ambassadors are coming!

Nash Motors Div. of Nash-Kelvinator Corp., Detroit, Mich.
(*Advance information will be sent to those writing the address above.*)

A NEW KIND OF CAR . . . TO SAVE YOU MONEY EVERY MILE

THE BIG MOTOR

Fluid Drive

NOW AVAILABLE ON NEW 1941



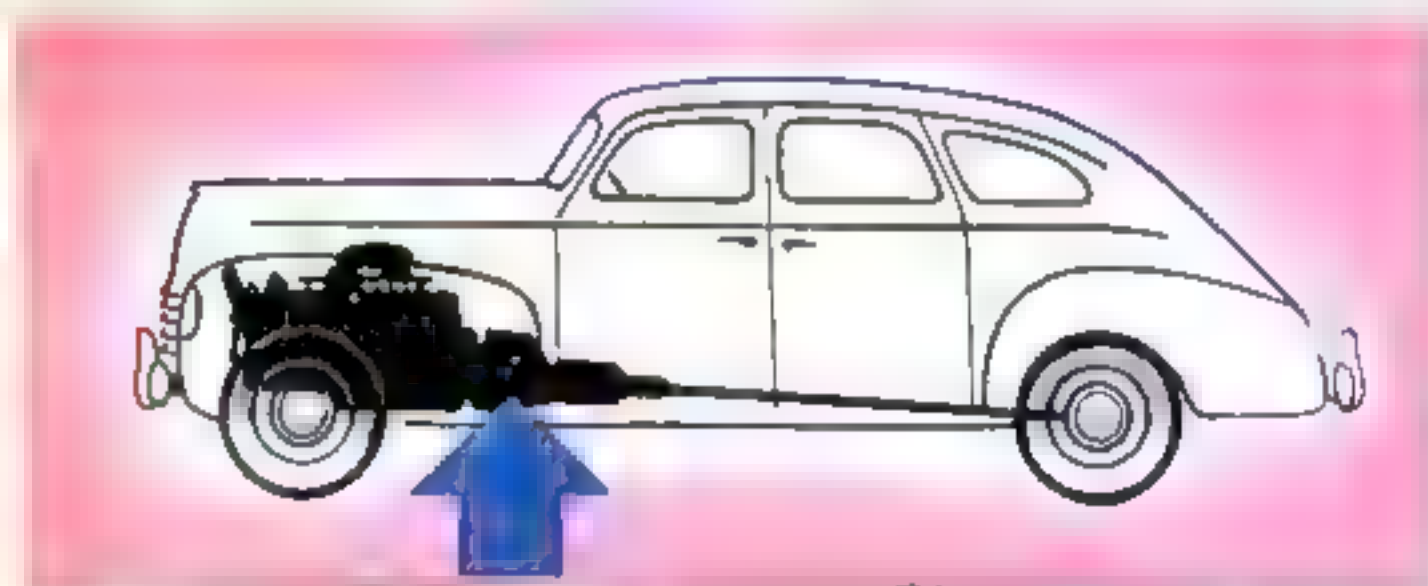
SIMPLE AS THIS

A current of air from the running fan will set the idle fan in motion, just as a breeze turns a windmill. That's the simple principle of *Fluid Drive*.



ONLY 2 MOVING PARTS

Equally simple in design. One fan-like wheel drives the other by directing a current of oil against it, fast or slow as governed by engine speed.



MIRACLE HAPPENS HERE

No rigid metal connections. Driving wheel fastened to engine, driven wheel to transmission system. Power transmitted through oil. That's why it's so miraculously smooth and silent under all conceivable driving conditions.

CHRYSLER Corporation's *Fluid Drive*, introduced to American motorists in 1938 on the higher-priced Chrysler cars, is now available on 1941 models of Dodge and DeSoto cars, and lower-priced Chryslers.

This latest great Chrysler Corporation *first* is standard equipment on the Chrysler Crown Imperial and New Yorker models, and may be had for a slight additional charge on other Chrysler models and on Dodge

YOU GET THE GOOD THINGS FIRST

NEWS OF 1941!

DODGE DE SOTO CHRYSLER

and DeSoto cars. That's important, sensational news!

Luxurious as it is, *Fluid Drive* is vastly more than a luxury feature. It's a new and better way of driving . . . simpler . . . smoother . . . safer. It's easier on driver and passengers . . . easier on the car. Everyone who has tried it agrees that it's the drive of tomorrow . . . and you can have it today.

Smooth as oil! One fan-like wheel drives another, by forcing oil against it. The result is extraordinary. You get away from a standstill as gently as a fall-

ing leaf. You mount to normal driving speed so smoothly and silently that you can hardly believe the speedometer. You change your pace or climb a grade so effortlessly that you're convinced there must be some supernatural power under the hood.

Your Dodge, DeSoto or Chrysler dealer invites you to try *Fluid Driving* without obligation. You just touch the throttle to go . . . touch the brake to stop. We believe you'll find it the simplest, smoothest, gentlest drive you've ever experienced.

FROM CHRYSLER CORPORATION !

NATURE'S PROTECTIVE BLENDING PROTECTS THE PHEASANT



JIM: Good painting, but you don't often see pheasants out in the open like that.

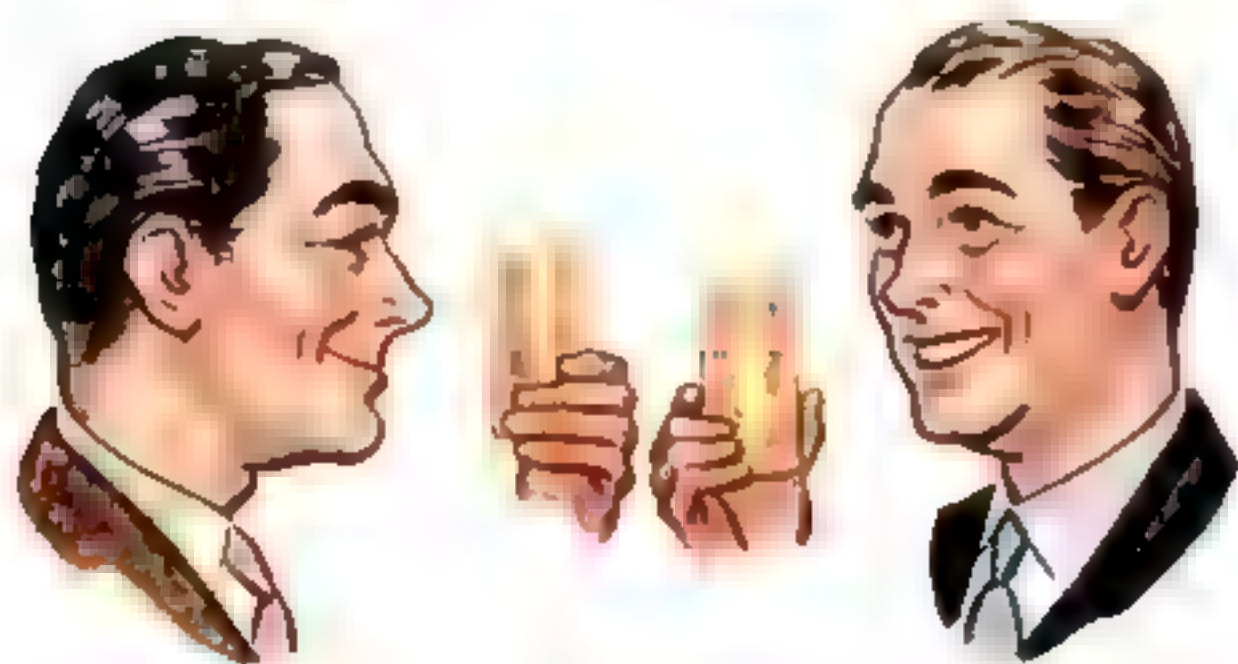
TIM: And a good thing for the pheasant. Otherwise the hawks would soon clean up the whole species.



JIM: Here's where you usually find the birds—in good heavy cover like this.

TIM: A swell example of Protective Blending; those birds faded into the background. Takes a sharp eye to see them.

CALVERT'S PROTECTIVE BLENDING protects the flavor and good taste of Calvert Whiskey



JIM: Calvert gives me everything I ask of a truly fine whiskey in my cocktails and highballs.

TIM: That's because those qualities are protected by Calvert's exclusive method of Protective Blending.

JIM: Right you are! It certainly *does* something for this mellow whiskey to increase a man's drinking enjoyment—*all-ways!*



BUY BETTER WHISKEY—BUY CALVERT

"RESERVE": Millions gladly pay a little more for this richer premium blend.

"SPECIAL": Favorite of millions who prefer a lighter whiskey. Costs a little less.

CLEAR HEADS (CLEAR-HEADED BUYERS)

CALL FOR
Calvert

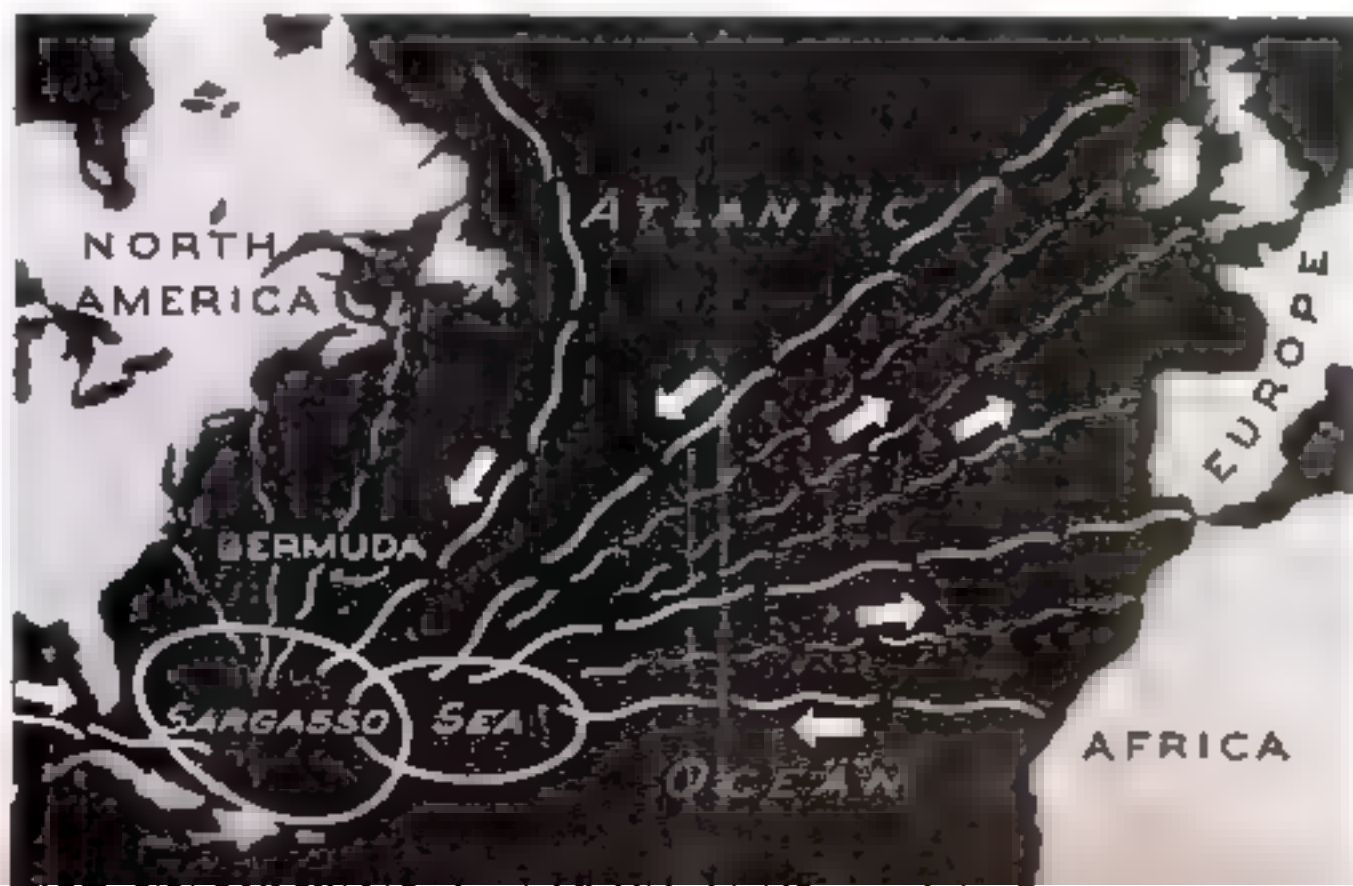
BLENDED WHISKEY Calvert "Reserve": 90 Proof—65% Grain Neutral Spirits... Calvert "Special": 90 Proof—72½% Grain Neutral Spirits.
Copyright 1940, Calvert Distillers Corporation, New York City



MORE THAN 1,340,000 LB. OF SLITHERING EELS WERE CAUGHT LAST YEAR IN U. S. IN WINTER THEY BURY THEMSELVES IN MUD, CAN BEST BE CAUGHT IN DARK OF MOON



Common eel is among world's ugliest creatures. Below breeding grounds of European and American eels overlap. Mature eels swim toward grounds, baby eels away.



EELS THEY START AUTUMNAL TREK TO THE WARM SARGASSO SEA

Autumn is the most exciting time of the year for eels. Turned silver-white by the breeding urge, hundreds of millions of them are this month leaving their brooks and ponds, heading for the open ocean. Even if they are landlocked, they wriggle like snakes across meadows at night when dew is on the grass, searching for running brooks. Once in salt water they steer their course across the ocean toward Bermuda and the Sargasso Sea. There in the spring, deep in the warm cavern-dark ocean, they will spawn and die.

In 1920 nobody knew where eels went on this autumnal trek. But Professor J. Schmidt, a Dane, decided to find out. Chartering two small boats, he reversed the usually futile process of attempting to follow the mature eels and instead traced the progress of the elvers, or baby eels, as they swam inland from their mid-ocean spawning grounds. As he traced them far out to sea, he watched them grow smaller and smaller until they finally disappeared in the depths of the Sargasso Sea.

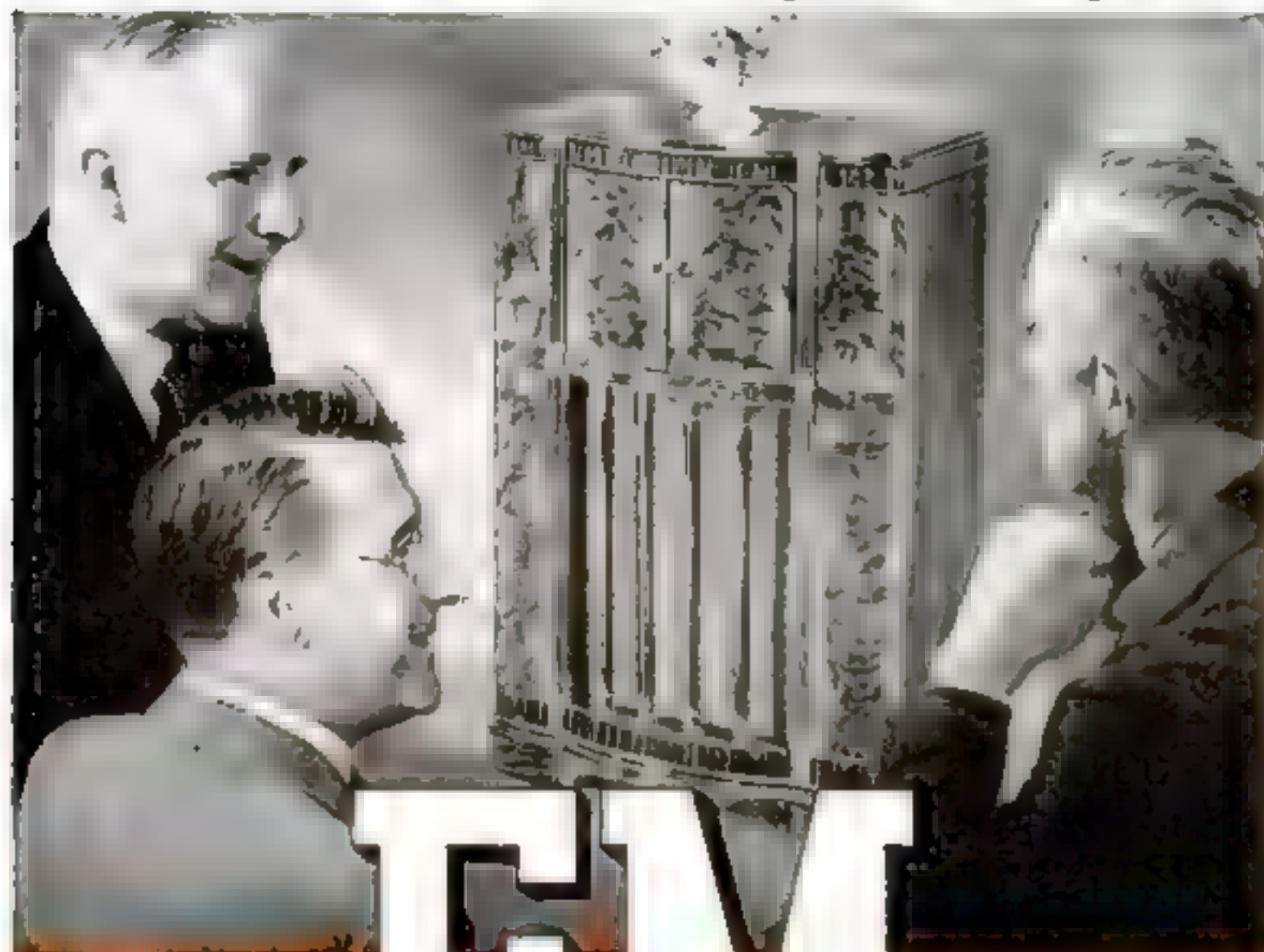
Professor Schmidt was now able to sketch the surprising life saga of the common eel (*Anguilla anguilla*). All of them, he said, are born and die in the Sargasso Sea. They start spawning in the early spring, and the tiny larvae float in water layers some 800 ft. below the surface. They grow rapidly and soon move into the uppermost layers of water. Then, still in larvae form, they work toward the mainlands, the European eels taking three years to get there, the American only one. Once there they take on the forms of mature eels and make their way up rivers and watercourses, often penetrating far into a continent.

In fresh water, the eels spend five to 20 years feeding and growing big. During that time they are a dark, yellowish-green color. Then suddenly one September they turn silverish white, the body develops a metallic sheen and the pectorals become black and pointed. They feel a great breeding urge which leads both male and female back on their second, and last, great journey across the ocean to the Sargasso Sea. They never come back.

Only one thing disturbs ichthyologists. They have never found a grown eel, alive or dead, in the Sargasso Sea. More romantic observers offer this legend: in the great gloomy depths of the ocean, the eels undergo a change, become huge blind monsters of the deep, forever futilely foraging in everlasting darkness.

... "Staticless" Radio... CRITICS AND EXPERTS AGREE!

Noted conductors, musicians and radio experts, who have listened to the new "staticless" FM broadcasts, agree that in tonal perfection, as well as in freedom from static and interference, no other radio reception can compare.



FM
Armstrong System
Stromberg-Carlson
BRINGS YOU THE UTMOST
OF RADIO'S GREATEST ADVANCE

Listeners say that the new Stromberg-Carlson FM radios offer almost incredible tonal fidelity. They do *more* than just add FM reception to the broadcasts you are used to hearing... they have the patented Labyrinth which assures fundamental bass tones otherwise

lost, and the Carpinchoe Leather Speaker which delivers more accurate treble tones than ever before. Together these form an exclusive Stromberg-Carlson FM audio system that captures, as nothing else can, the utmost of "staticless" radio's extended musical range.



No. 533-PS Automatic Radio-Phonograph with FM band—\$265*
No. 535-M Radio with FM band (at top) \$199.50*

All Stromberg-Carlson FM Receivers are licensed under Armstrong Wide-Swing Frequency Modulation patents.

**"THERE IS NOTHING FINER
THAN A STROMBERG-CARLSON"**

Frequency Modulation Broadcasting and the new Stromberg-Carlson FM radios bring you reception freed from static and interference, within the service range of FM stations. Electrical disturbances, both man-made and natural, are virtually eliminated. Interference from other radio stations need no longer spoil your enjoyment.

In the complete line of table models, consoles and radio-phonographs are unmatched values, ranging from \$24.95 to \$395.00.* See them at your nearest dealer's, whose name is listed in your classified telephone directory—or mail coupon.

*Prices slightly higher in the Southeast and west of the Mississippi.

Stromberg-Carlson Telephone Mfg. Co.
276 Carlson Road, Rochester, N. Y.

Gentlemen:

Please send me complete information about the advantages of FM Radio.

Name _____

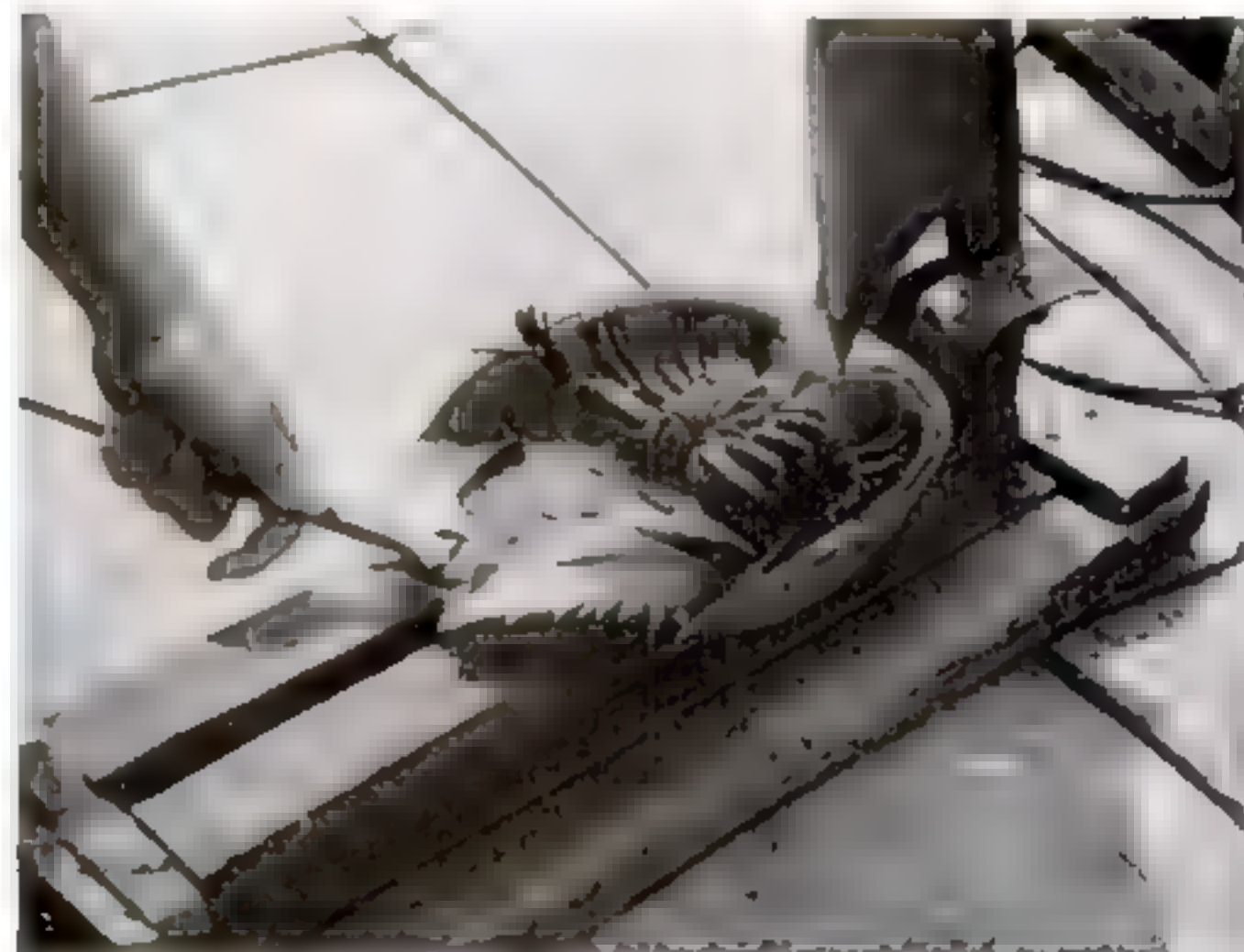
Street _____

City and State _____

Eels (continued)



Young Stanley Schaper of West Sayville, N. Y. has to cut his line because the voracious eel has swallowed the hook. A true eel fisherman uses traps, not hooks.



Horseshoe crabs are cut up for eel bait on Stanley's father's boat, put into traps. An eel fisherman owns 125 to 300 traps, sets them in deep water some 30 ft. apart.



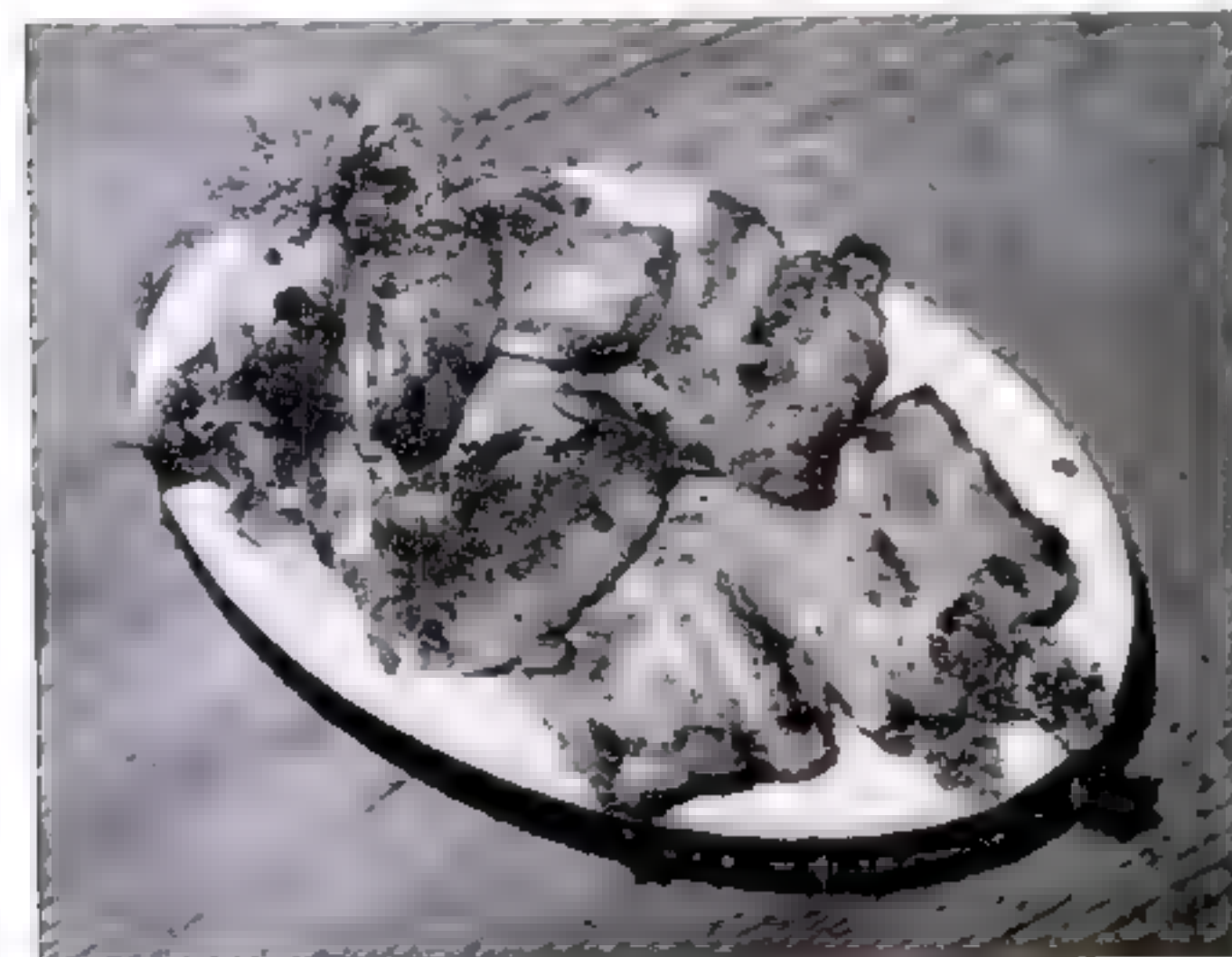
From the traps into the wooden boxes, in which they are sorted for market, plops a big squirming eel. It will live for considerably more than 24 hours out of water.



The Eel King of New York City is Frank Stella, whose business is selling eels at the Fulton Fish Market. He thinks that eels are beautiful but admits they smell



Skinning the eel correctly takes years of practice. First an incision is made below the head. Then the neck is cut through, the belly slit and gutted, the skin pulled off.



Eels are rolled in cracker crumbs and broiled. These were prepared at New York's Sweet's Restaurant and tasted like tender chicken. Italians especially love eels.

37 years ago... in 1903...
Wright made his famous flight



313 YEARS AGO... IN 1627

the Haigs were
making Scotch!

Thousands of other brands of Scotch whiskies have appeared since 1627—but only Haig & Haig can proudly point to a 313-year-old history of continuous satisfaction! And yet—despite this exclusive distinction—Haig & Haig makes no extra charge for its great name and fame!

FINEST 12 YEARS OLD



Haig & Haig

THE OLDEST NAME IN SCOTCH

BLended Scotch Whisky • 50.5 PROOF

SOMERSET IMPORTERS, LTD., NEW YORK



You've seen your complexion bloom into new loveliness through the magic of "Air-Spun" Face Powder—the powder that is buffed and smoothed by air at cyclone speed. Now, have a complete "Air-Spun" complexion! Wear "Air-Spun" Rouge and "Sub-Deb" Lipstick in shades co-ordinated with your Coty Powder. You'll find the tints blend with radiant harmony. Even the textures merge silkily. Wear all three for a "matchmaking" complexion!

THE COMPLETE

"Air-Spun" Make-up COTY



Visit "Morton Coty"
Charm Center of
"World's Fair of 1940"
in New York.

"SUB-DEB" LIPSTICK 50¢, 11 • "AIR-SPUN" ROUGE 50¢ • "AIR-SPUN" FACE POWDER 11

Choose "Air-Spun" Powder, in your favorite Coty scent. Each has its individual box—
L'Origen in Powder Puff box, L'Aimant in "Magnet Red," "Paris" in blue, Emeraude in green.



"Listen, honey, I'm not President of the Company yet" — exclaims this young husband as he gazes at the luxurious-textured, clear color Cochrane Rug his wife has just bought. And is he surprised (and relieved) to learn that its price is less than a week's pay. Illustrated is Glenfold Axminster "Tropicana" Rug No. 1763-7.

Furniture by Valentine-Seater

CLEAR COLOR RUGS... Styled to grace a millionaire's penthouse... yet under \$50 { FOR AVERAGE SIZE ROOMS }

See these smart glamorous Cochrane Rugs... with all-wool face... at leading furniture and department stores

Who said you have to be rolling in wealth to have rich-looking, style-right rugs? Perish the thought! Today in Cochrane Clear Color Rugs you can find patterns designed as smartly as rugs costing twice as much... luxurious feeling textures with an all-wool face... colors especially selected to harmonize correctly with present-day drapery and upholstery fabrics.

What grand news their prices are, too. Rugs amply large for your living room start at well under \$50.00. And don't worry if your room is an unusual size or shape. Cochrane Room-Size Rugs are available in sizes to fit practically every room. Leading furniture and department stores are showing the latest Cochrane Carpets and Rugs right now. See them today. Most stores offer pay-out-of-income plans, too.



This "Limited" Runs on an All-Wool Roadbed— Let the twins have their fun Cochrane Rugs can stand even electric ra loading. Their sturdy all wool face is woven to wear like iron — and the colors keep their original sparkling beauty for years to come. Illustrated is Kelton Wilton Tracery Fern Rug No. 1046-3



"What'll I tell my Mother-in-law?" — ponders Mrs. Newlywed, preparing for an expected visit. "My new Cochrane Rug looks so expensive, she may think I'm terribly extravagant. . . And if I tell her how little it cost, she may think I'm fibbing." Illustrated is Redfield Axminster "Charleston Gardens" Rug No. 1184-4.

• FREE •

Illustrated booklet on home interiors by Miss Rose Mary Fisk, formerly Associate Editor of House & Garden, telling "what goes with what" both by colors and periods. Just mail post card. Dept. A.

CHARLES P. COCHRANE CO.
Manufacturers of High Grade
Carpets and Rugs
Bridgeport, Pennsylvania

Clear Color
COCHRANE
Carpets & Rugs



In a swimming pool surrounded by beautiful weeping willows on her father's estate, Pat spends much of her vacation time. This winter she will be a junior at Rollins.



A good tennis player, Pat likes to play because it keeps her in good shape for skeet shooting. Although she wears an engagement ring, she insists she is not engaged.

WHERE THERE'S PEP THERE'S *IRON



"Perhaps my youngsters play particularly hard in Summer. But I found when schooltime came again they needed a lift!"

"So I thought I'd get them to drink even more milk... as a sort of build-up campaign. My physician told me one way was to add Bosco to milk. He said it was rich in iron (to help build good red blood) and had a grand chocolate flavor."

"Well, the children went for Bosco at once. And was I pleased about its rich iron content... so many diets are lacking in iron, you know. Now it's a Bosco and milk every day. Inexpensive, too... and so easy to mix."



***IRON:** Relative available amounts in
SPINACH —
RAISINS —
BOSCO —

Buy Bosco today from your milkman or grocer. If he does not handle Bosco, mail us his name and address. We'll see he's supplied. Bosco Co., Inc., 180 Madison Avenue, N. Y. C.

Glorify Your Home with a Lester Betsy Ross Spinet



Musically and decoratively, one of these graceful little pianos will work wonders in your home. Lester quality and craftsmanship, already famous for over a half century, assures everything that you would expect of a fine piano.

LESTER PIANOS ARE SOLD BY LEADING DEALERS EVERYWHERE. 20 BEAUTIFUL STYLES



HERE ARE ALL THE ANSWERS

Our fully illustrated brochure 'Harmony at Home' completely covers the piano subject, even to interior decoration. Practical, informative and helpful. Mail the coupon below for your copy.

LESTER PIANO MFG. CO., Inc., LESTER, PENNA.
Please send me your brochure, 'Harmony at Home'. (Enclose 10c for mailing.)

NAME _____

ADDRESS _____

LESTER GRAND PIANOS
AND
BETSY ROSS SPINET
ARE GUARANTEED TEN YEARS

CARMEN D'ANTONIO IS HOLLYWOOD'S NEW NIGHT-CLUB DANCE SENSATION

For a few minutes in *Angels Over Broadway*, a new movie in which Ben Hecht professes to show Hollywood how to do it better for less money, Carmen D'Antonio brings the screen to an invigorating glow with her "Hot Conga" dance, shown below. The rest of the time she enchants patrons of the Pirate's Den, Hollywood's newest night club, with her "Jungle Dance," shown at right.

Carmen was born in Philadelphia 22 years ago of an Italian father named Charles D'Antonio and an East Indian mother named Kara Kashmiri. Nine months ago she went to Hollywood after dancing in Philadelphia and New York night clubs. For the movies she performed in *Another Thin Man*, *Broadway Melody*, *The Road to Singapore* and *The Long Voyage Home*, as well as a hot dance specialty for James Roosevelt's 16-mm. slot-machine reels.

To this new Hollywood sensation went Photographer Peter Stackpole with his new Ikoflex speed camera. He told Carmen to dance, snapped in rapid succession these action studies with shutter apertures of 4.5 and 2.8, at speeds of 1/250th and 1/500th of a second.



"Hot Conga" is Carmen D'Antonio's dance in Hecht's movie *Angels Over Broadway*. Half-Italian, half-East Indian Carmen is considered West Coast's most exotic dancer.





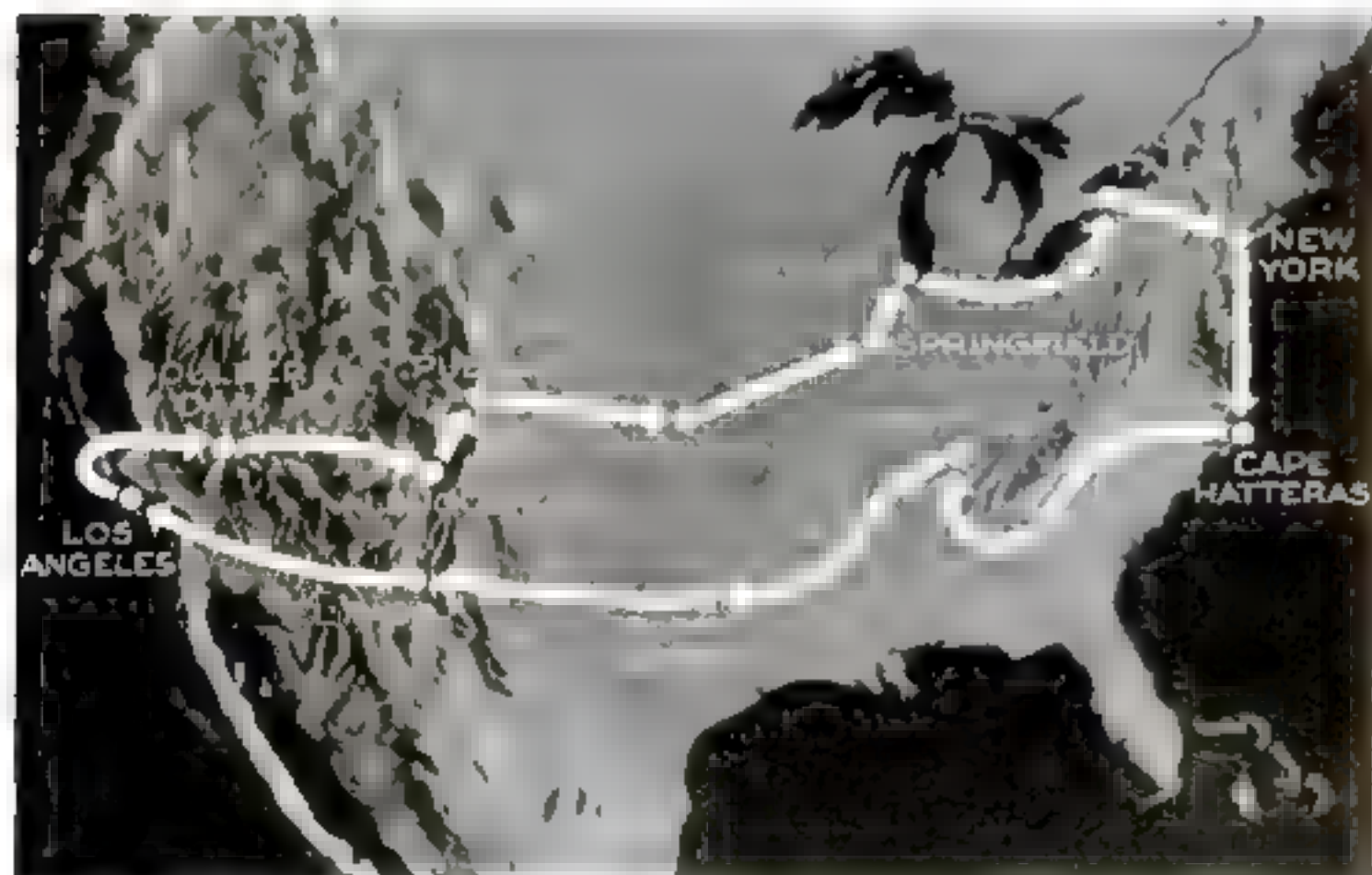


LIFE'S CROSS-COUNTRY STINSON FLIES OVER THE GREAT FLATNESS OF MID-TEXAS WHERE ROADS ARE WAGON TRAILS AND PATHS ARE CATTLE TRACKS LEADING TO WATER

FLIGHT ACROSS AMERICA

FROM A LIGHT PLANE LIFE GETS
A FINE LOOK AT A GREAT LAND

Photographs for LIFE by David E. Scherman



The trancontinental flight started from New York, headed down the Atlantic Coast to Hatteras, flew across the South to Los Angeles, cut back obliquely across the U. S. to New York.

The men who know America best were the men who walked across it—the pioneer trappers, traders, hunters, explorers who felt with their feet how the land went up and down, where valleys were, where hills mounted into plains and plains broke out into mountains. Crisscrossing the country, these early travelers could add one mile to the next until huge parts of the country fell into familiar patterns.

After them came the roads. Then Americans moved in comfortable grooves made by highways and railroads, seeing little beyond the narrow right-of-way strips, framing their view with a train window or an automobile windshield. They got a good cross-section of America but little more. They could read little meaning into what they saw—why roads went where they did, why towns were placed as they were.

When air transport came, Americans were given a new, refreshing look at their country, felt a new sense of how the land lies. But from transport heights of 5,000 ft. and more, the country shows as a map. It is clear and informative, but it is mostly a clinical exposition in geography.

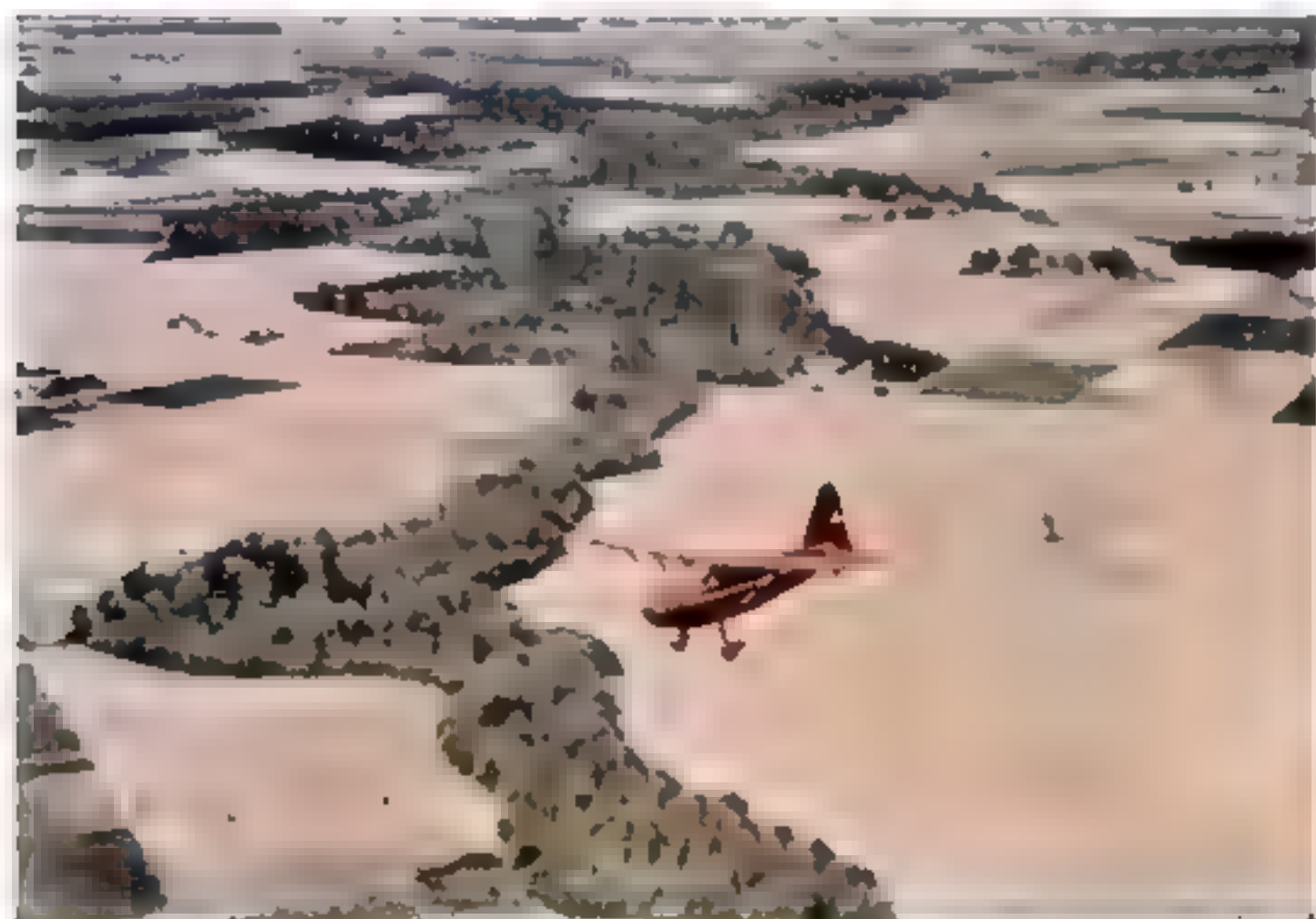
Some Americans today—their small number is increasing—are seeing America better than anyone since the first travelers. They are the private plane fliers who tour in small planes. They fly slowly—at about 80 m.p.h. They fly low—500 to 2,000 ft. They wander as they wish, unhampered by hill, highway, river, swamp, forest or farmer's fence. They see what the land is like and how man uses it. Their country unfolds for them in small, connected sections, revealing how each section differs in shape and character, how each place is related to the next place. If the light-plane tourist misses the architecture by which individual houses are put together, he gets instead a sense of how whole towns and cities are composed. If he misses the sight of men's faces and the sound of their voices, he understands more clearly the sum total of the work of man's hands.

To get this best of possible looks at a country that is better loved than it is understood by its people, LIFE sent its Photographer David E. Scherman from coast to coast in a Stinson "105" airplane, piloted by Wolfgang Langewiesche, author of the best book yet written on light-plane flying, *I'll Take the High Road*. What they saw from their Stinson is shown on the following pages.

Beginning on opposite page you see the way the color of America unrolled—the land breaking away from the white Atlantic beaches into the green coastal plain, crossing greener mountains to the superbly rich mid-continent whose color turns more brown as the West comes on, merging into parched semi-desert, into real desert broken sharply by the green of irrigation, then rushing over white-topped peaks, down into the blue Pacific. Here, in comprehensible scale, are the features, the patterns, the personality of a great country. From this vantage the miracle seems even more wonderful that a land so large and so different should be a single nation.



NEAR CAPE FEAR, N. C. A RISING WIND BEATS THE GREEN ATLANTIC UP ON THE WHITE BARRIER BEACH THAT LIES BETWEEN THE OCEAN AND THE LOW TIDAL FLATS



Airplane stands out in bright red relief against the pale Maryland countryside. The green trees along the hidden meandering stream disturb the sharp-edged regularity of the fields.



The emergency airport near Kansas City, Kan. points with an orange arrow toward the next airway beacon. Strung all across the country are such comforting Federal auxiliary fields.



The railroad train is a friendly sight and this is the familiar kind—a hard, working locomotive chugging along a single track. It is a Burlington freight heading into Fort Worth.



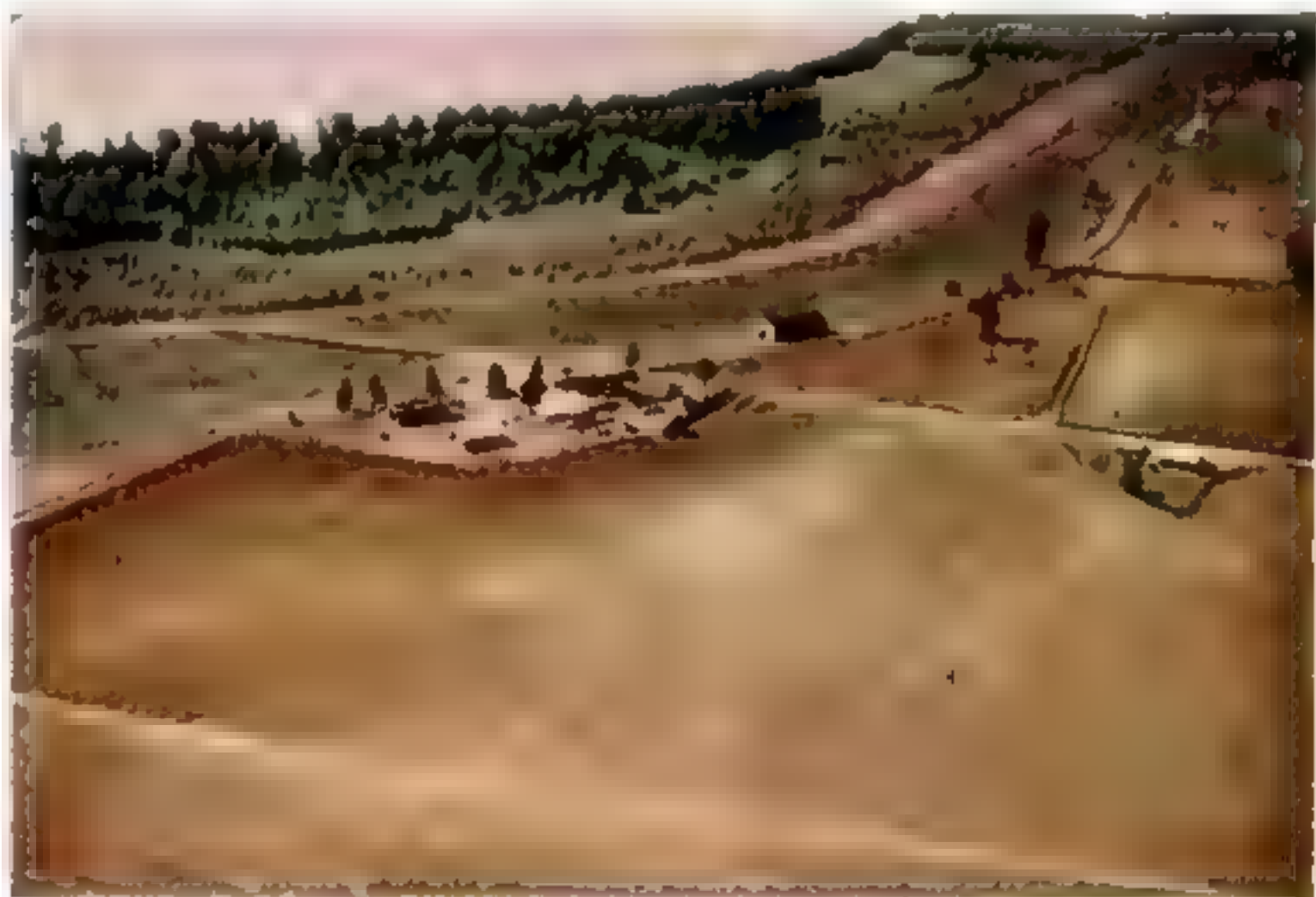
The river boat pushes the muddy Mississippi water from its stern and leaves a rolling wake behind. The *Mississippi*, War Department flood-control boat, is sailing down to New Orleans.



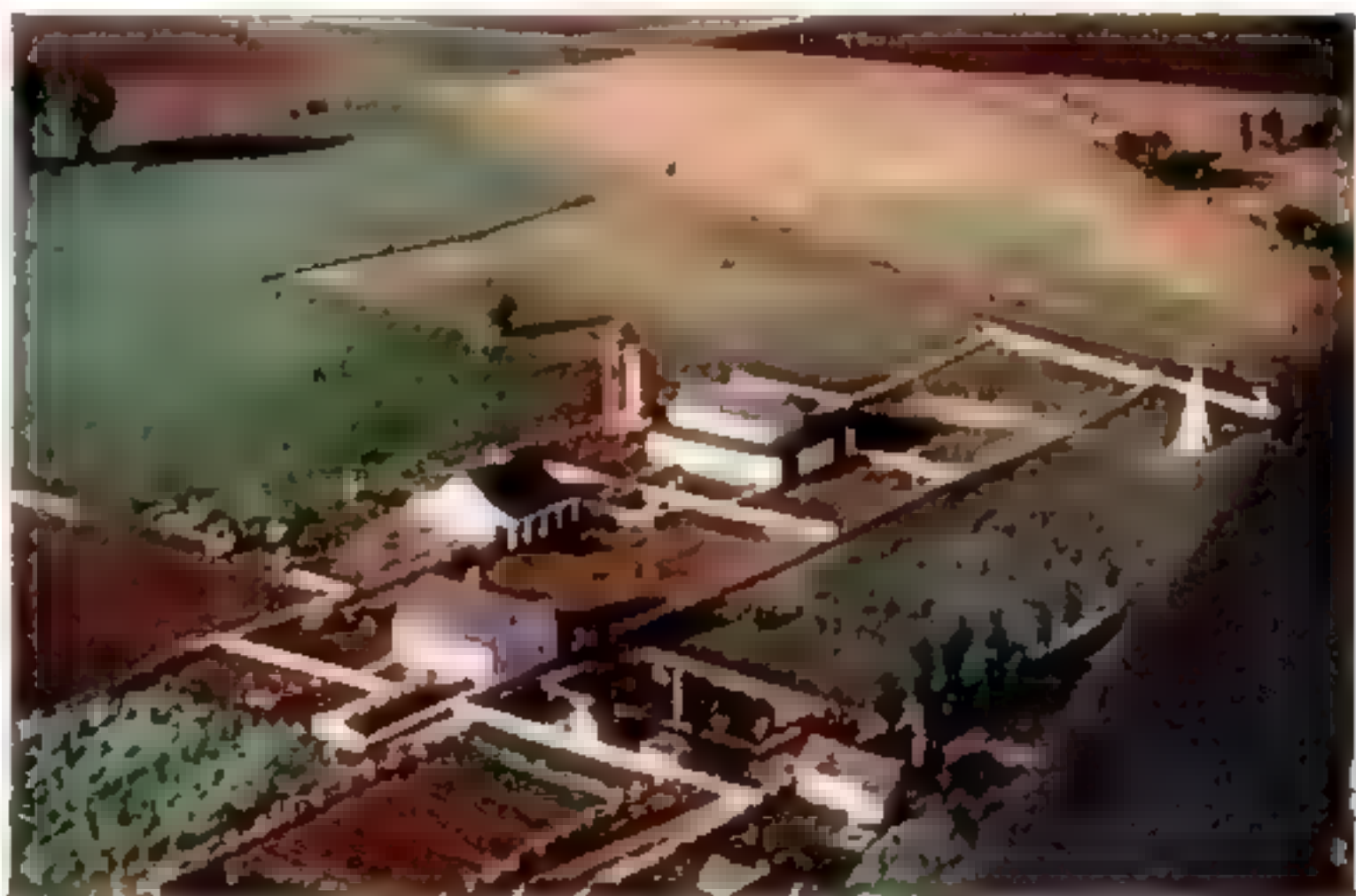
NEAR SPARTANBURG, S. C. THE PATTERN OF THE PIEDMONT IS BROKEN UP BY THE CURVING LINES OF CONTOUR PLOWING THE IRREGULAR ROWS OF THE PEACH ORCHARDS



The heavy blue smoke that signals the location of the industrial town hangs like a dirty haze over Gary, Ind. This is a part of the huge Rail Mills of the Carnegie-Illinois Steel Corp.



Rich brown alluvial soil, which has been greatly valued for centuries in Georgia, flourishes beside the Mississippi River and is just as good here. The house belongs to the owner-keeper.



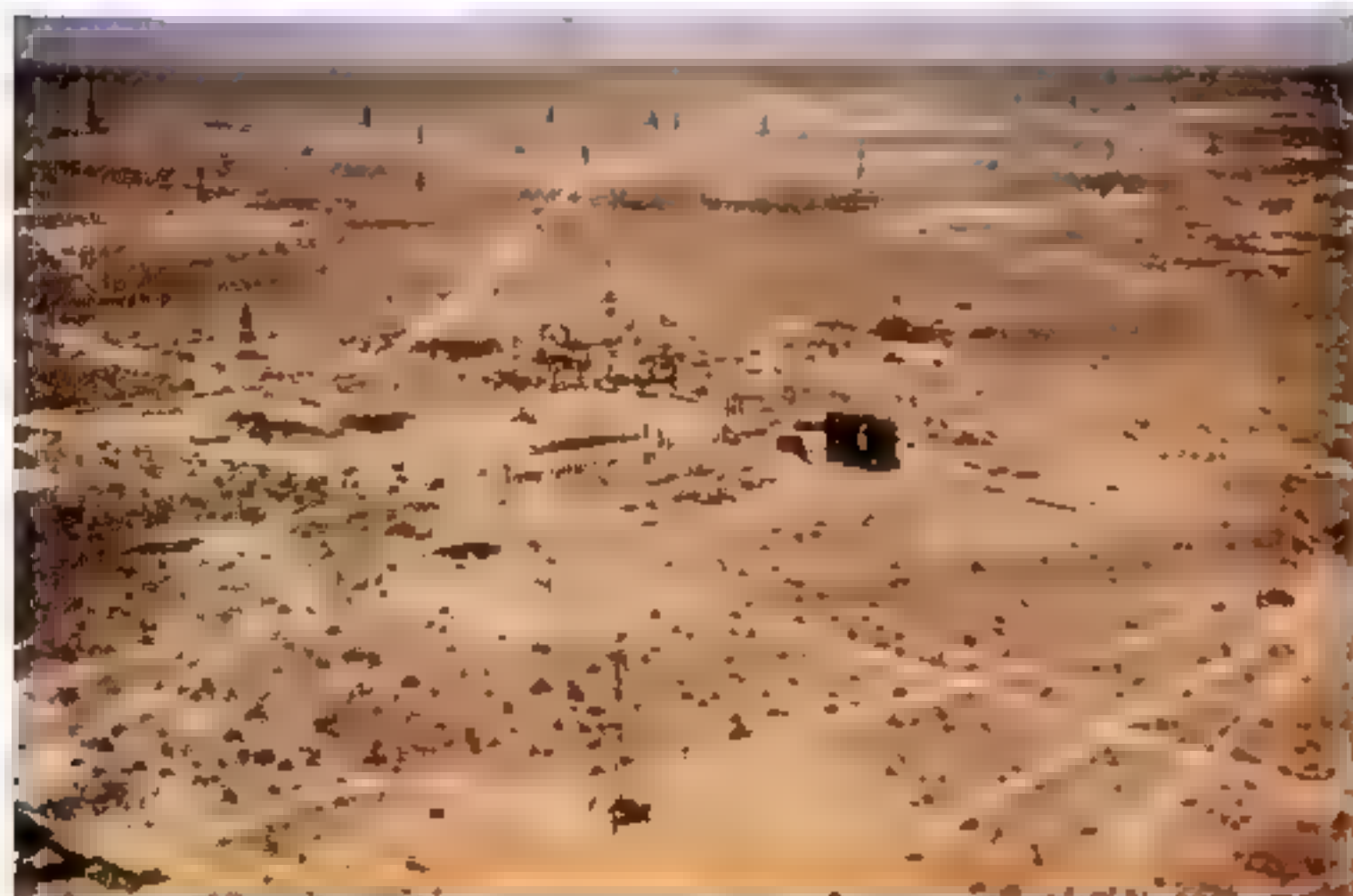
White buildings and red silo throw long shadows in the late afternoon over Morton Barker's farm near Springfield. On his rich land grow wheat, corn, soybeans, alfalfa



NEAR MIDLAND, TEX., AROUND THE WATERED LAWNS AND TREES OF ROY PARKS'S RANCH, THE LAND IS BURNT BROWN AND THE MESQUITE GROWS A TIMID GREEN



The Great Plains town is set in squares. This is on upper Arkansas River. Railroad runs at left. Green tree clumps and well-kept white houses show that this is the right side of tracks.



The oilfields of Texas push their dull gray derricks out of the hard brown earth. This is a pumping station. The yellow flame, burning the waste gas off the oil, blazes day and night.



In the midwestern farmland, the white road stretches for mile on mile across the mild browns and greens of the checkered fields until it goes out of sight into the soft distance.

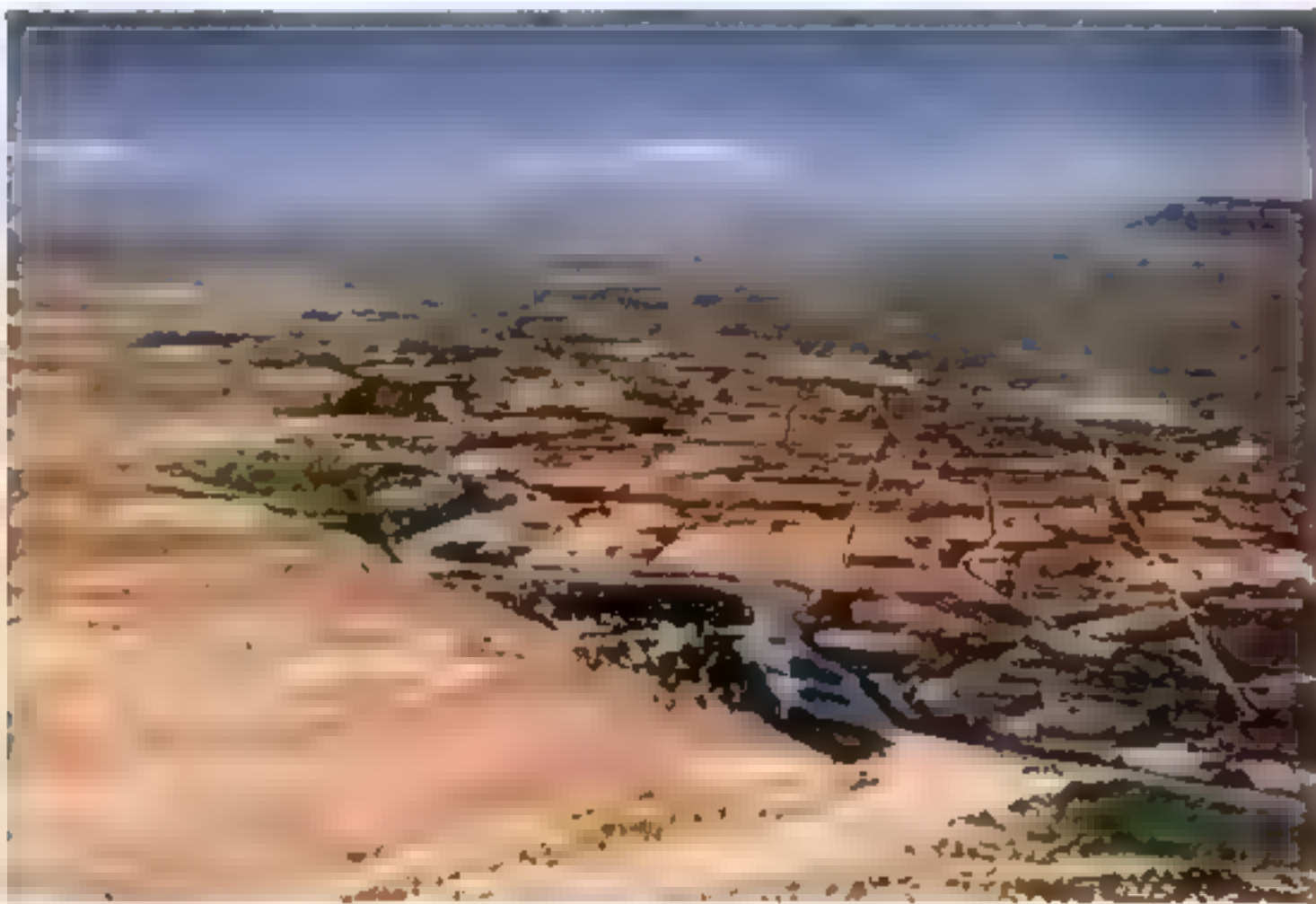
FLIGHT ACROSS AMERICA



THE SPARSE EASTERN SLOPES OF THE SIERRA NEVADAS CLIMB OUT OF A DUN-COLORED DESERT. THE TOWERING WHITE CLOUDS HIDE MT. WHITNEY, HIGHEST U. S. PEAK.



The pueblo from the air takes on unintended protective coloration. Adobe roofs of the Zuni reservation near Albuquerque, N. Mex., are barely distinguishable from the red-brown sand.



The Rio Grande Valley above El Paso is green and useful on only one side—where the level land permits irrigation. The other side, too hilly for irrigation, remains unfruitful desert.



The blue Pacific rolls in between near Santa Barbara, Calif. The town—its drop into the sea but wherever there is a narrow strip of soil between them the farmers cultivate it.



BIG LETTERED SIGNS ON TOP OF BEACON STATIONS, AT JAILS, ON HIGH SCHOOLS, FACTORIES, GAS TANKS, AIRPORTS POINT THE WAY ACROSS THE CONTINENT

THE FLIGHT WAS NOT VERY HARD

The cross-country flight that has just been shown in these color photographs was not hard to make. The modern light plane—whether Stinson, Taylorcraft, Piper Cub, Aeronca, Luscombe or any other standard make—is a safe vehicle in the hands of a sensible pilot. Airports are strung at convenient distances over most of the country. If his engine should fail or the weather turn unexpectedly bad, a good pilot can put his ship safely down in almost anybody's cow pasture.

The Stinson "103" which LIFE chose is a three-

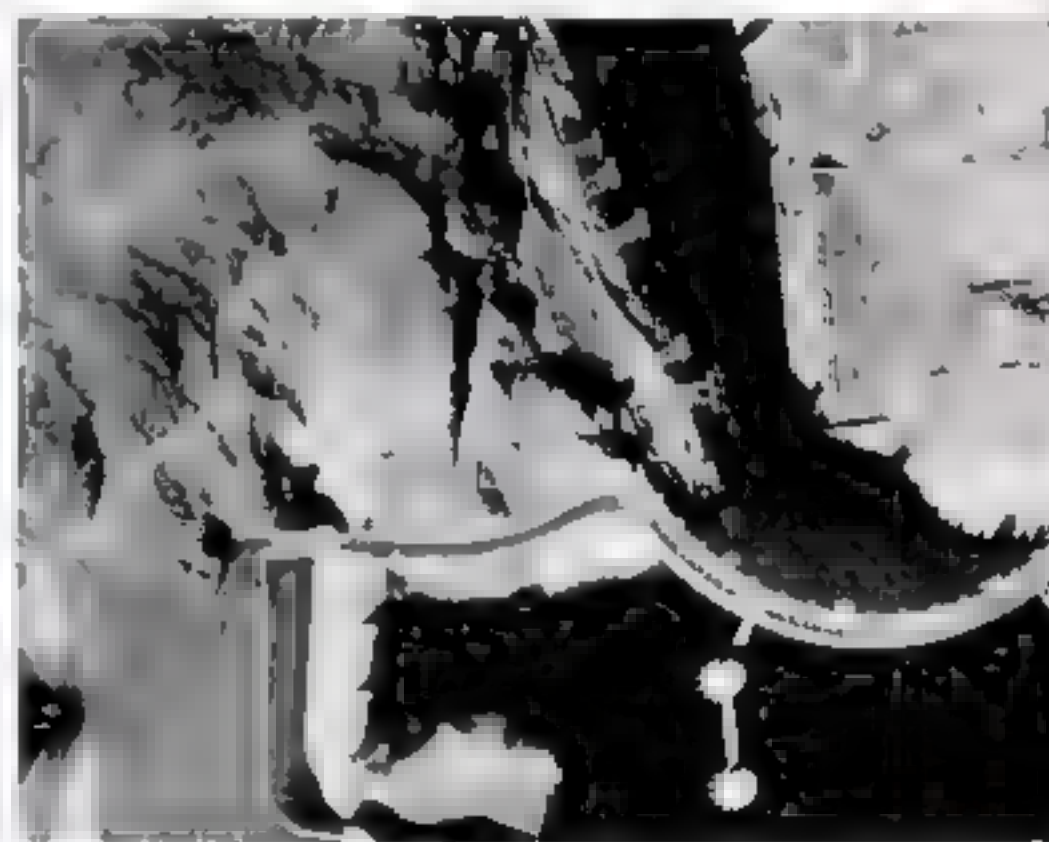
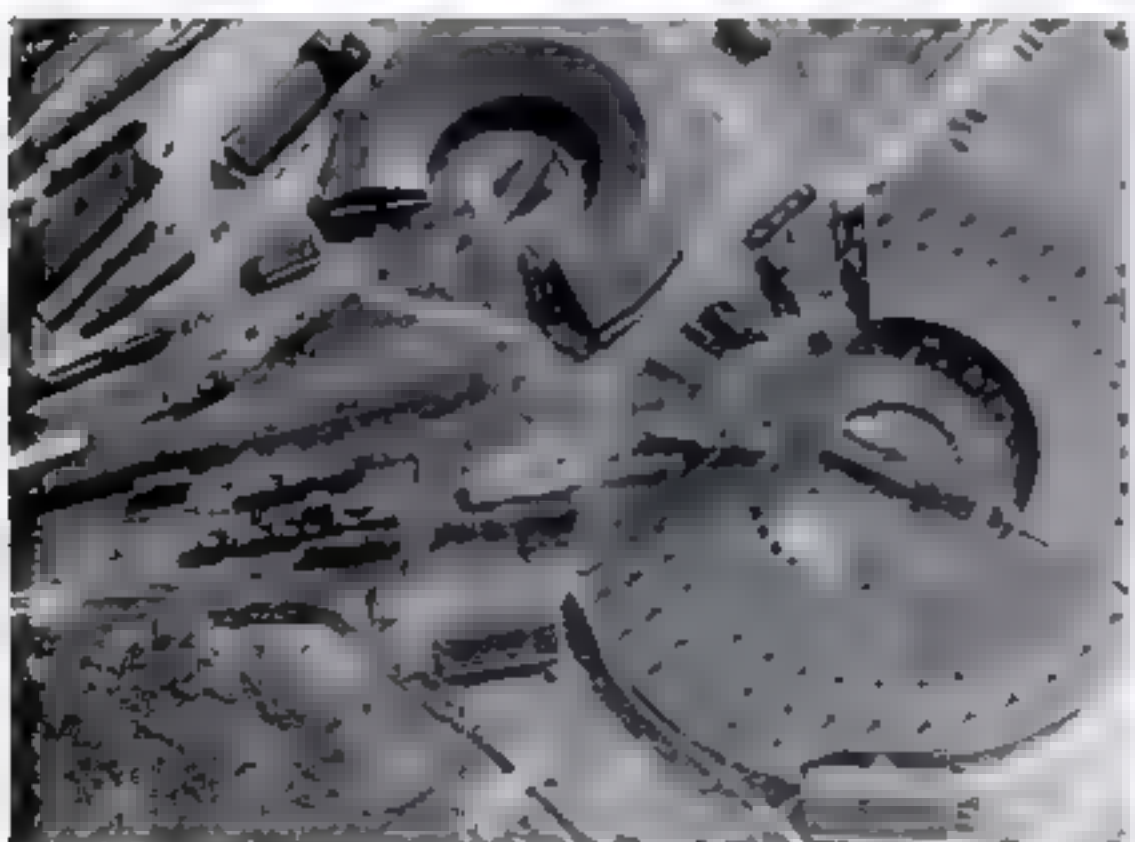
place ship with an 80-h.p. engine. It cruises at around 100 m. p. h. and can fly four hours without refueling. LIFE's trip took five weeks and 130 hours of actual flying. But without photography to worry about, the trip could easily be made in half that flying time. Once having bought the airplane—the Stinson at \$3,300 is the biggest and most expensive ship in the light-plane class—the cost of such trips is not great. At most, fuel and oil cost \$1.50 per flying hour or 1½ cents per mile. There are no landing fees at airports and overnight hangar rental is \$1 to \$1.50.

Flying a light plane is, in itself, an absorbing sport. On the Stinson's instrument panel were an air-speed indicator, rate-of-climb indicator, bank-and-turn indicator, altimeter. For a compass the ship had a highly ingenious Kollsman Direction Indicator and also carried a Learadio portable radio on which it could fly the radio beams just as transport planes do. But most of the trip was flown "con-

tact," setting a beeline course by compass and checking progress with the signposts which are all over the face of the land. On the top of all sorts of structures from gas tanks to beam stations (above) the pilot finds lettered guides. The picture at the top left-hand corner of this page shows the radio-beam station atop Guadalupe Pass in Texas. The letters mean "El Paso-Fort Worth Airway, site No. 9" and the crooked arrow points to the next airway beacon.

But there are many other guides that the pilot looks for. A jail or an asylum usually indicates he is near a good-sized town. In navigating he can check his bearings with the aid of roads, railroads, rivers. If he notices that a road that has been meandering amiably from farm to farm is beginning to move across the country more directly, picking up more roads as it hurries along, or if he sees two railroad tracks come together, then he knows that he is near a big town and probably one with an airport.

THE PILOT ALSO GUIDES HIMSELF BY FAMILIAR LANDMARKS—RAILROAD ROUNDHOUSES, STRAIGHT ROADS, DAMS, STADIUMS, LIGHTHOUSES, HIGHWAY INTERSECTIONS





This is the way the land looks in the East, in the Tennessee Valley near Chattanooga. Here farms are small and their boundaries irregular. The land rises and falls gently, like an amiable matted-up crazy quilt. The roads dodge around between farms and woodland and through the openings in the ridges, looking for the easiest way to go.

In the far West the land flows through the valleys like water and boils against the base of the violent mountains. Here is the San Bernardino Valley in southern California, whose neatly parceled floor is packed with orange groves. Across the orange rows run the light-colored marks made by the water which pours down the steep slopes.

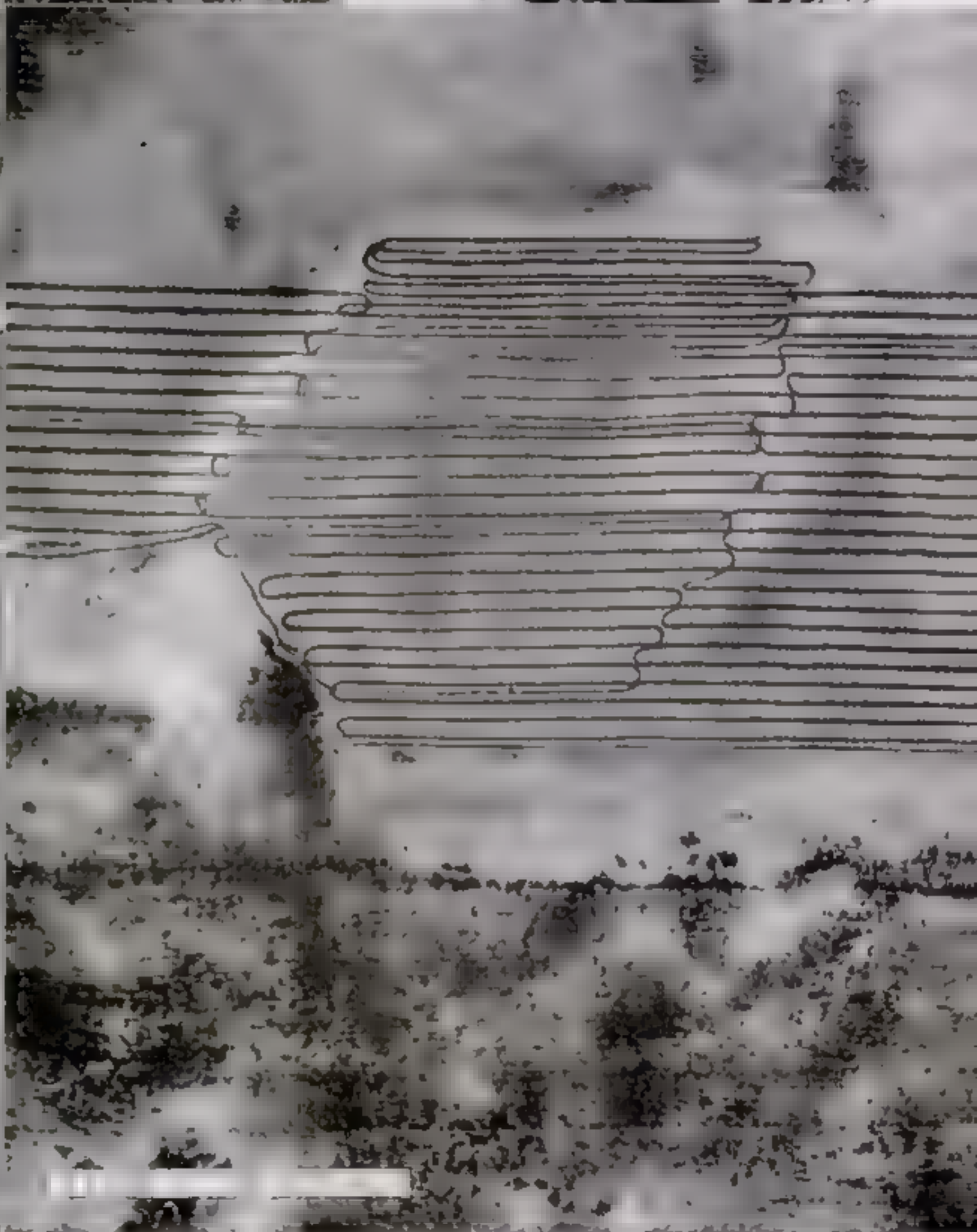
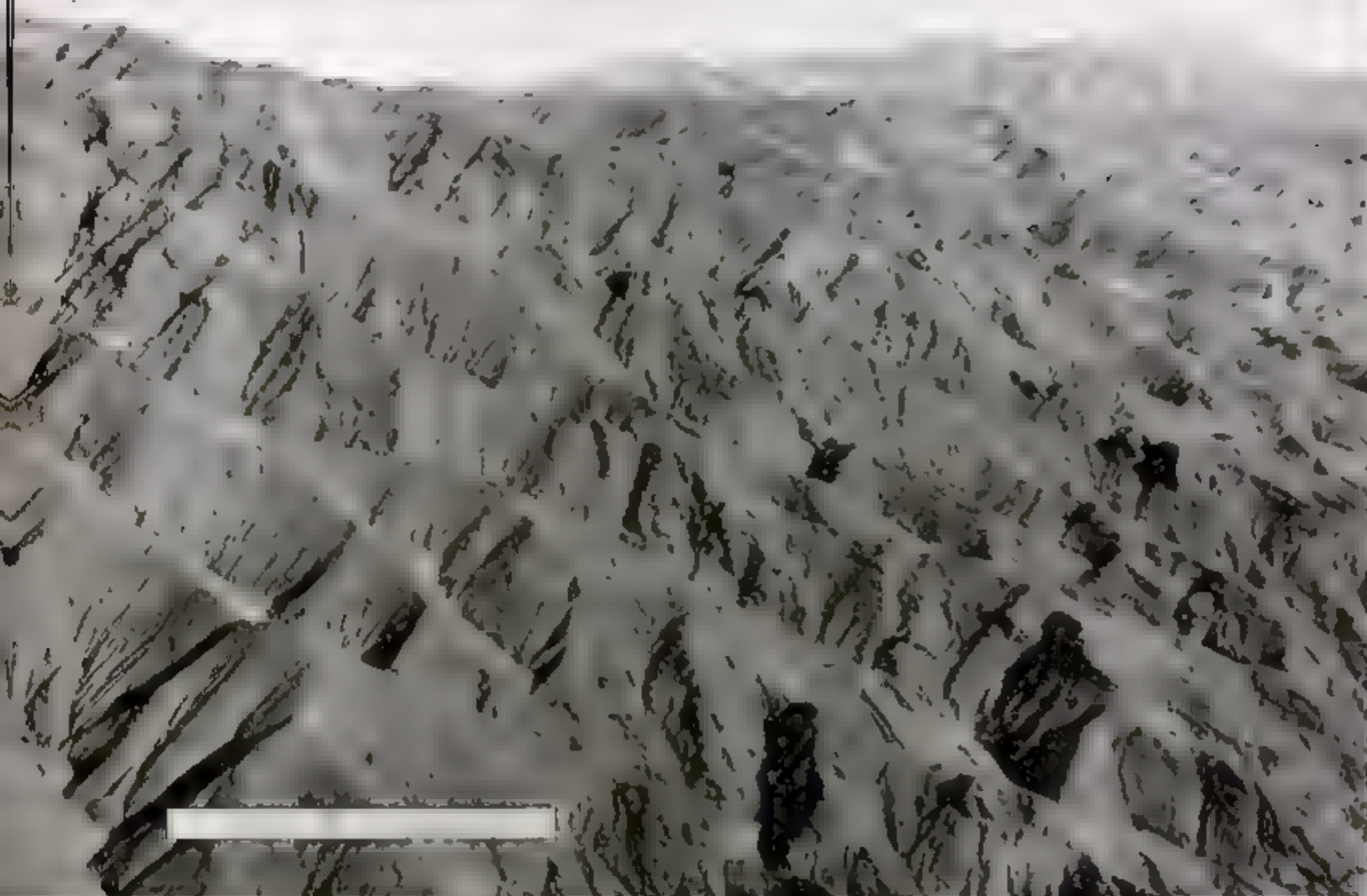




In the Midwest here in Kansas—America seems rich and fertile almost beyond need. The mark of a historic era of land speculation is on this part of the country. Its pattern was cut for homesteaders who were given big quarter sections just for tilling the soil. The quarter sections still show the square regular fields, the right-angled roads.

The West in Texas gives up riches to cattlemen, whose ranches are vast, and to oil men whose drills plunge into underground oceans of fuel. Here, near Odessa, running by the squat silver storage tanks are the Oil Country companions of these plains: the motor highway (right), the single-track railroad, the wide swath of the buried pipeline.



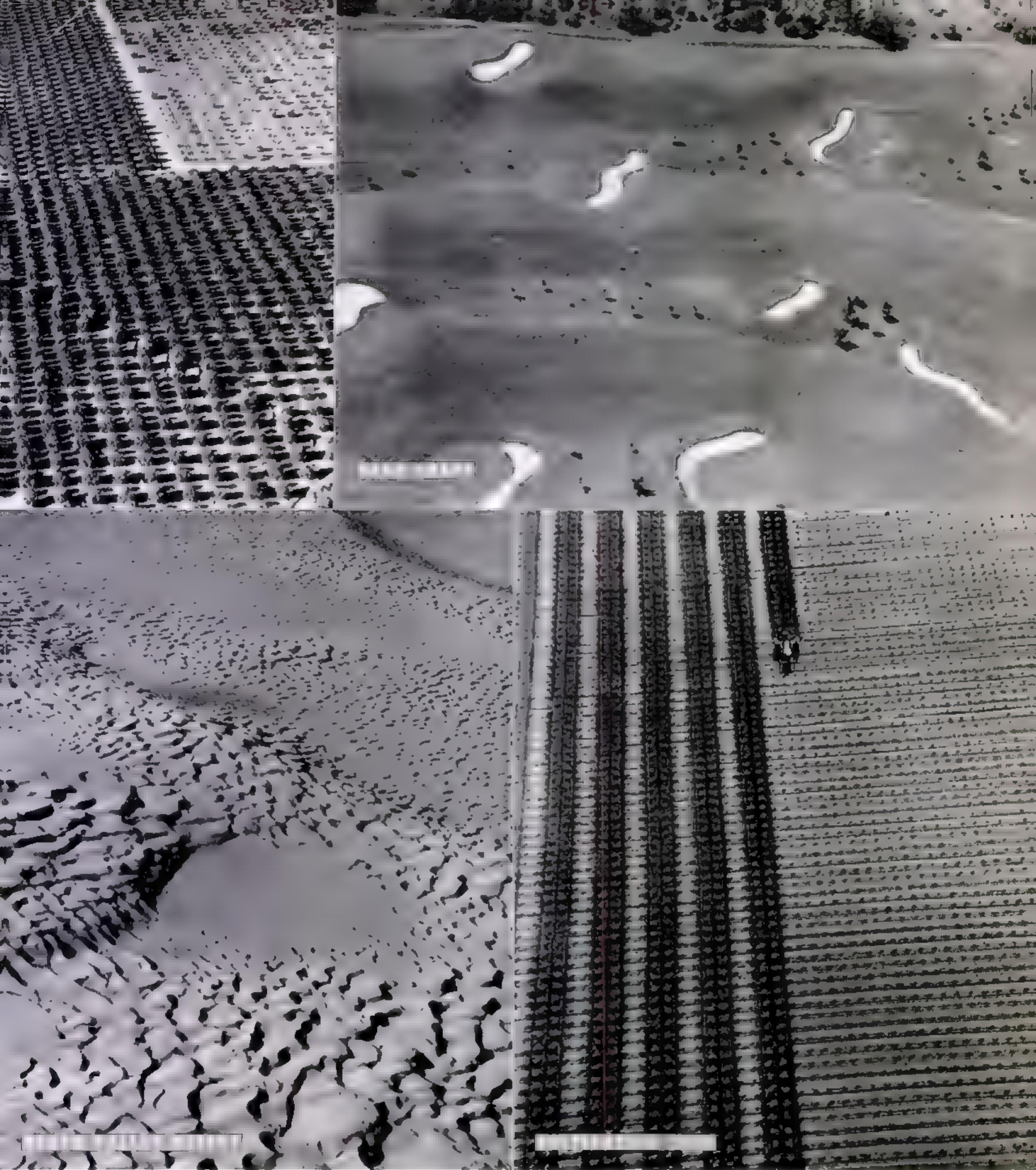


THE PATTERNS ARE PUZZLING

Only the flier sees what you see here in these photographs, for the face of America does not show itself from the ground as it does from the air. But sometimes, as he goes along, the flier looks down and sees with a start that the familiar face has suddenly changed. For a moment it is unrecognizable just the way the face of somebody you know very

well assumes at an unsuspected moment a new expression.

In some light, for instance, the Western mountains no longer look like hard bitten earth. Instead their humps look like the wrinkled skin of some ancient lizard. At some times, hovering over the orange country, it becomes disconcerting to see that the careful



alignment of the trees has been disrupted. This happened near Calexico, Calif. where a small earthquake ran through an orange orchard and mischievously threw a whole grove out of kilter (*above*).

The land is disarranged not only by nature but also by man. He builds golf courses whose sand traps wiggle about like protozoa under a microscope. Out

near Grand Canyon a stream pattern suddenly appears on a high plateau, its many branches rising from a big square pit and ending nowhere. It turns out to be sewage disposal, the waste from buried septic tanks flowing out along the channels. The apparently aimless lines on a field turn out to be the attempt of a dust-bowl farmer to prevent wind ero-

sion. On the desert the wind plays all the tricks, confusing the shifting landscapes and piling the sand up in useless terraces. The most pleasing sight to the eye is the design laid on the land by a farmer, drawing dark bands across a cornfield as he cultivates and leaving light rows between because his tractor does not turn sharply enough to work row by row,

WATER LACES UP LAND IN RIBBONS

America is not all land. Almost everywhere the flier sees the shine of water which squirms in creeks and streams, lies silver-plated between hollows in the hills, falls roughly over cataracts, hems the country in by seas and lakes and laces its heart together as with magnificent ribbons. Gliding over rivers or lakes without worrying about bridges or boats, the flier gets a clear picture of the economics of water. Where rivers come together an old town stands, built when water provided the best transportation. Where the fall of a river is rapid, a mill town appears, its big factory down by the edge of the stream—or it may be a hydroelectric plant with a web of high-tension wires spinning out over the country around. In the dry West bright little irrigation ditches cut up the fields, or ditches big as canals carry water across deserts. From the air, too, the ravages of water stand sharply out in the gullies that gut eroded fields.

Sometimes the flier feels that the air itself is his ocean, a transparent almost tangible fluid. Through it the landscape seems magically clear and in it some special, remembered things are fixed. Wheeling over some spot, as LIFE's photographic plane did over the level upper New York farmland which is shown on the opposite page, the flier catches his breath suddenly and sets in his memory the lovely, lucid moment when all the warm land lies below, good and peaceful and serene.



At Niagara Falls the river pours over Horseshoe Falls, beating the bottom into a creamy batter. But some

of it is diverted by the spillway (top left) into the hydroelectric plant and comes out at the lower right.



The Mississippi from the air is more than ever the Father of Waters, taking into its bosom the waters of rivers great in

their own right. Here above Vicksburg it meanders majestically while the levee runs alongside at a cautious distance

from its banks. Between levee and river the land is wild and wet, the haunt of water birds and beasts and of moonshiners.







HILDA TERRY COMPLETES HER SAND GIRL WITH LIPSTICK-STAINED SEASHELL

ART STUDENTS SPEND A DAY AT THE BEACH TRYING THEIR HAND IN SAND

Artists are adept at amusing themselves, and the modest mermaid on the opposite page, whose real name is Vada Shoemaker, shows what happens when ingenious artists let themselves go on a beach. The scene was spacious Jones Beach, Long Island, the artists 15 students, teachers and models from the famous New York Art Students League who drove out on a fine August afternoon to sculpt the shifting sands. Among them were Instructor Harry Sternberg, holder of a Guggenheim Fellowship, Cartoonist Gregory D'Alessio and his cartoonist wife, Hilda Terry. The shifting aspect of their medium, they found, necessitated constant sprinkling and they took to the fine sand just above wave level. To fashion the life-sized figure at the right took one sculptress a full hour, but ten minutes sufficed for all hands to create Mermaid Vada Shoemaker, the prize of the afternoon.



ONLY CASUALTY WAS BETTY RICHARDS, 21. SHE CUT HER FINGER AND QUIT



Model poses for action study by other students, who stick to the damp sand near the water. As soon as fine sand dries, it gets brittle and falls apart. Vada Shoemaker, a 23-year-old New Yorker, earns her tuition at the Art Students League by serving at times as a model. Hers is a hard pose to hold for long.



A life-sized figure of Vada asleep on the sand took Mary Sternberg an hour to finish. Afterwards everybody joined in games (below). The penalty for the loser, in this case Instructor Harry Sternberg (on hands and knees), was to go down the line for a pudding. Cartoonist Gregory D'Alessio is at far right





NAZI SOLDIERS RELAX AT CAFE TABLES WITH A GLASS OF BEER AND A COPY OF THEIR ARMY PAPER "WEST FRONT"



ON GUIDED TOURS GERMAN TROOPS STOP AT THE SACRÉ.

PARIS UNDER THE SWASTIKA

A FIRSTHAND REPORT TO LIFE, DELAYED BY BERLIN

by SHERRY MANGAN



When the rest of the French staff of LIFE and TIME left Paris, Sherry Mangan (left) stayed on to witness the German occupation. He saw most of the French authorities leave on June 9 and saw the first German troops march in on June 14. From then until August, Mangan wrote cables to LIFE and TIME describing Paris under German rule and filed them through Berlin. None ever reached the U. S.

On Aug. 8 he was summoned by the German police officials and ordered to leave Occupied France within four days. After reaching Portugal he filed duplicates of all his cables, from which LIFE herewith publishes excerpts. They are the first account, by a journalist free to write as he pleases, of nearly two months of German rule in Paris.

Now 36, Mangan was born in Lynn, Mass. and graduated from Harvard. He knows the writing business from two angles besides that of journalism. After college he became a printer because his father wanted him to know a trade. And he is a regular contributor of poetry to high-brow magazines.

PARIS, JUNE 13

This is a ghost city. Most of its people have poured out to the south and the rest of us sit here quietly, waiting for the Germans to arrive. I am the only occupant of our building of some 600 offices, also sole occupant of my apartment house. The best parts of Paris are almost wholly deserted. This afternoon I counted only eight cars on the Champs-Élysées and 20 pedestrians. Yesterday morning a herd of cows was driven down the Rue Royale, past Maxim's and all the smart shops.

We carry on as best we can. The telephone, being automatic, functions perfectly but everything else requires long walks. As the streets cleared, odd spectacles were revealed; old men in doorways selling tickets in the national lottery at a moment when the national fate itself was a lottery. What few restaurants remained open were nearly empty, with one or two diners sitting among a white expanse of perfectly laid tables. The waiters had gone and the proprietor in most cases served the guests himself.

No French newspapers appeared except an official broadside, but pert, cocky little Eric Hawkins brought out nearly singlehanded a last edition of the *Paris Herald Tribune*. It consisted of a single sheet printed on one side, the other containing only the standard advertisements at the foot of yawning white columns.

All were relieved to hear officially that it was not intended to defend Paris. Today dawned bright and sunny, and Paris without any news except radio scraps (even the *Herald Tribune* gave up) resigned

Refugees return from the south in buses. At present rate of 45,000 a week, most should be back in Paris by Nov. 15.



Bicycle wagons have replaced trucks in Paris. Note the closed branch of Credit Lyonnais, one of France's biggest banks (right).



Germans fill the shops to buy perfume and silk stockings for their wives. They speak pidgin French, pay in marks.





GOEUR ATOP MONTMARTRE TO GET A FINE VIEW OF PARIS



GOOSE-STEPPING GERMAN ARMY BANDS PLAY IN GERMAN-OCCUPIED TOWNS. ONE PLAYS IN PARIS DAILY

itself in almost complete ignorance to what the pregnant day might bring.

Paris, June 14

By 10 p. m. last night I doubt whether there was a city in the world that knew as little about the fate of Paris as Paris itself. In an overpowering silence Paris was ringed with tall pillars of black smoke, as all petroleum reserves were destroyed. In the early evening I drove out to the nearest smoke column, found it to be the great Renault refinery at Issy-les-Moulineaux. There was not a human being near it except ourselves. The silence was eerie and dreamlike. Returning through Bas-Meudon, we saw some of the last French troops pouring out—Moroccans, dirty, exhausted and beaten. Frivolous though it may seem as a comparison, they reminded one inescapably of a beaten football team, grimy and wretched, stumbling out of a stadium.

By 2 a. m. silence was complete over Paris and the entire population, with the exception of those few living near the eastern gates, went to bed lulled by the assurance of the French radio that fighting was heavy at 20 kilometers' distance. Thus the majority of Parisians emerging from their houses this morning had a genuine shock to see German motorcyclists accompanying the flag-changing cops or running errands hither and yon. Many scurried terrified back into their homes; those who stayed out found that, far from being molested, they were completely ignored.

By 9:15 the Place de la Concorde was taken

over by swarms of German still and newsreel cameramen, German radio technicians and German news commentators. By the time the first German columns rolled through, cameras were clicking and buzzing and a radio broadcaster was reeling off a "blow-by-blow" description for the folks back home in Germany.

At 9:18 the German troops appeared, swung down the Rue Royale, past the camera and radio batteries, over the Pont de la Concorde and south to fight again. Before they came a vague terror had filled the city. After the blood-chilling mechanized speed of the German advance, Parisians would hardly have been surprised to see columns of marching robots with gray, hungry, steel faces. Instead there came mile after mile of rosy-checked Bavarian and Austrian farm boys on sleek fat horses. Any who had seats on horses or wagons were sleeping the sleep of exhaustion, but just before the Place de la Concorde there was an officer to warn their commander to wake them up.

If anything was inhuman it was the Germans' efficiency in taking over. By nightfall they had filled all Paris' hotels so neatly that hotel men said they had had charts, with each officer assigned to his room, before they crossed the Dutch border. Houses of prostitution were immediately classified according to officers' rank.

By midafternoon planes were patrolling just over the rooftops and it was a curious psychological wrench to realize that one gave a breath of relief after his initial start to see the Black Cross

rather than the Tricolor target on the wings. All Paris seemed to feel the same way. The city had expected the fate of Warsaw, or worse. Now, here were these amiable young troops whose behavior was not only correct but positively elegant. On this bright sunny afternoon with courteous officers smilingly putting frightened Parisians at their ease, it all seems not like a military invasion but like a political convention with high-spirited delegates arriving in force.

Little knots of people gathered round French-speaking soldiers, who were surprisingly numerous. And those soldiers who had no French were soon sending pretty Parisiennes into peals of laughter with their enthusiastic if bumbling efforts to woo them out of frantically thumbed German-French phrase books.

But beneath this surface appearance what is really rolling over Paris is a black night, bringing the end of free culture and spontaneous gaiety—a night that may not again lift in our generation.

Paris, June 17

Paris' Sunday was quiet and nearly normal. In the absence of all river traffic the usually turbid Seine was glass smooth, and in that tranquil surface were reflected, not without symbolic emphasis, the outlines of the city, familiar but upside down. Outside Gamelin's former headquarters on the Boulevard des Invalides only a dusty old concierge stood in the doorway, watching Gamelin's vanquishers speed by in their fast gray cars.

There was more animation, however, on the

CONTINUED ON NEXT PAGE

Armed German guards inspect the credentials of all motorists entering Paris. The scene below was photographed at Porte de Versailles entrance



Tip carts, packed with vegetables on orders from the German authorities, ply the Paris streets to supply German soldiers with extra vitamins.



"Only for Aryans" is the new inscription on the entrances to some cafes in Paris.



Believe It or Not!

by RIPLEY

A WAGON
PULLS **EASIER**
NEAR THE **TOP** OF A HILL!

THE FORCE OF GRAVITY DECREASES AS THE WAGON
GETS FARTHER FROM THE CENTER OF
THE EARTH

**RING-FREE COSTS YOU LESS
REGARDLESS OF MAKE OR
AGE OF CAR.** Robert L. Ripley

BASED ON CERTIFIED GAS-MILEAGE ROAD TESTS,
RING-FREE SHOWS AN AVERAGE GAS SAVING OF \$1.63
PER 1500 MILES—WHICH REDUCES THE COST OF RING-
FREE TO 8 CENTS A QUART FOR THE AVERAGE CAR.



THE FIRST AUTOMOBILE
IN ALASKA WAS BUILT
BY A MAN WHO HAD
NEVER SEEN ONE!

LOOK AGAIN at the simple arithmetic
above. It proves that, at 35¢ a quart, Ring-
Free becomes the cheapest motor oil you
can buy. Here's why:

Ring-Free reduces friction better and
faster. That's why it saves on gas. That's
why it releases more power. That's why it
means more mileage from your motor.

Even more important, this reduced friction
means: less wear, less motor repair. So
we are stating the simple truth when we
say: "Ring-Free costs you less regardless
of make or age of car!"

Remember that Ring-Free asks you to be-
lieve in work, not in words. Try a fill in
your motor! See how fast you "feel" the
difference: in new power, new perform-
ance, new economy.

Ask for Macmillan Ring-Free Motor Oil at
your service station, garage or car dealer.
If he hasn't got it, he can get it for you.



*The Thrifty
Lubricant*

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in the United States are still available
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In the Chamber of Deputies, where France declared war on Germany a year ago,
German officers sat to hear a radio broadcast from Berlin by their Fuhrer.

PARIS UNDER THE SWASTIKA (continued)

Champs-Élysées, as crowded as usual with Sunday strollers and terrace dawdlers at the few cafes which were open. But they were a different crowd. The smart and well-to-do had fled with the Government; these were simpler people from the poorer quarters.

Among them mingled, in increasing numbers, the easily spot-
table minor agents of the Gestapo, male and female, dressed in
clothes they fondly believed to be English and French respectively
but which could never have been conceived outside Berlin. Speaking
almost perfect French, they tried to strike up conversations about
how terrible it was, the dirty *Boches* being in Paris, and so on. The
French were leery and kept away from them.

For Parisians who obey the rules, it is a sort of Indian summer
of freedom. Gone are all the papers, authorizations, permissions,
laissez-passer, *sauf-conduits*, *titres de mission* which made life a night-
mare. Parisians used to carrying two wallets for all their papers are de-
lighted to discover that the German Army hasn't the slightest inter-
est in papers. The people are free to go and do as they please, provid-
ing they observe the 9 o'clock curfew (clocks are on German time).

But against a hostile act, even symbolic, the Germans show their
famed ruthlessness, on the grounds that one ghastly example saves
much trouble later. The most unpleasant example was on the
Avenue d'Orléans a few days ago, when a French woman pushing a
perambulator full of household goods dashed across a line of speed-
ing officers' cars, forcing them to halt abruptly, heaving passengers
against windshields. The woman then turned and spat in their
direction. An officer shot her coldly. Then, after giving instructions
that she be promptly hospitalized (the shot was in the leg—she's
recovering) and a long, severe look at the horrified crowd, he sat
down and the cars sped on.

Parisians' feelings toward the occupation are mixed: those who
have loved ones still fighting in the routed and mercilessly pursued
French armies are quietly tearful, resentful and unhappy, but most
of the others are frankly indifferent, or humanly curious. German
propaganda is having some success in capitalizing on the widespread
anti-English feeling. The Parisians are bitter against England,
openly hoping that the British Isles may catch some of the hell
the French got.

Monday morning there appeared at long last a newspaper, *Le
Matin*, tactfully giving without commentary the French and German
war news. Otherwise it was filled with instructions where to find
jobs, condensed milk, fresh food, lost relatives, announcement of back
pay for teachers and other municipal employes, orders for bakeries
and restaurants to open, warnings to parents of children not to let
them play with abandoned dogs who are turning vicious, and so on.

Paris, June 24

Paris schoolchildren will apparently have no vacation this summer.
The German commandant last Friday ordered public schools opened
to keep the kids off the streets. Both public and private schools
must institute courses in German from instruction books starting
with such phrases as "Deutschland Über Alles... Our Army is colossal
... Chancellor of Empire is supreme ... God punish England."

Today in front of the Café de la Paix paraded a sandwichman with
an overhead board advertising *Taverne Alsacienne*, frontwise in
French, rearwise in German, with overarm a special additional sign
in German saying, "Jews unwelcome, only Aryans admitted." Halted and quizzed, he replied: "A shame? Sir, I am a descendant of
French aristocrats. I consider carrying this sign an honor!"

Paris, June 26

Food prices have already doubled and are still going up. Presum-
ably so that German troops could catch up on their vitamins, the

CONTINUED ON PAGE 78

"I Live in a Great Big Way!"

Says
KATE SMITH

"... and so I gotta have room to—well—sort of relax in. The reason I like Pullman is that it's so spacious. So really comfortable. It makes it possible to take it easy in the day and sleep at night. And the service you get on Pullman is so friendly. It's fun to go places by Pullman. But I guess pretty near everybody knows that."

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You see, Pullman gives you plenty of room by day. It gives you a real bed to sleep in at night. And the service you get on a Pullman train makes your trip pleasurable.

You have ample room for your personal luggage, aside from the 150 pounds you can check free in the baggage car. Your shoes are shined while you sleep at night. There are clothes hangers in berth or room. And don't forget you can go to bed when you want to and turn out your light when you like; you'll be roused in the morning.

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*Yet a lower berth on Pullman costs only \$2.65 for an average overnight trip (plus your first class rail fare). For a little more you can have exclusive use of the whole Section, with full use of both seats by day and the extra space normally made into an upper berth by night!

So why travel uncomfortably when you can go practically anywhere this way that gives you so much for so little?

Pullman's service is available over certain



lines to Canada and Mexico, too! Why not see these tranquilly and colorful foreign lands?

Low Bargain Rate to See America

You can now see America at a bargain rate! Ask your railroad ticket agent, or any travel bureau, about Pullman (1st class) Grand Circle Plan. Permits a coast-to-coast round trip by many combinations of routes at an amazing low price! Tickets sold up to Oct. 31—good for two months. Take advantage of this travel bargain!



ON PULLMAN YOU GET plenty of hot water, clean towels, pleasant surroundings. Ample mirror space and light add to your satisfaction. Pullman's comfort is a big attraction to women travelers.



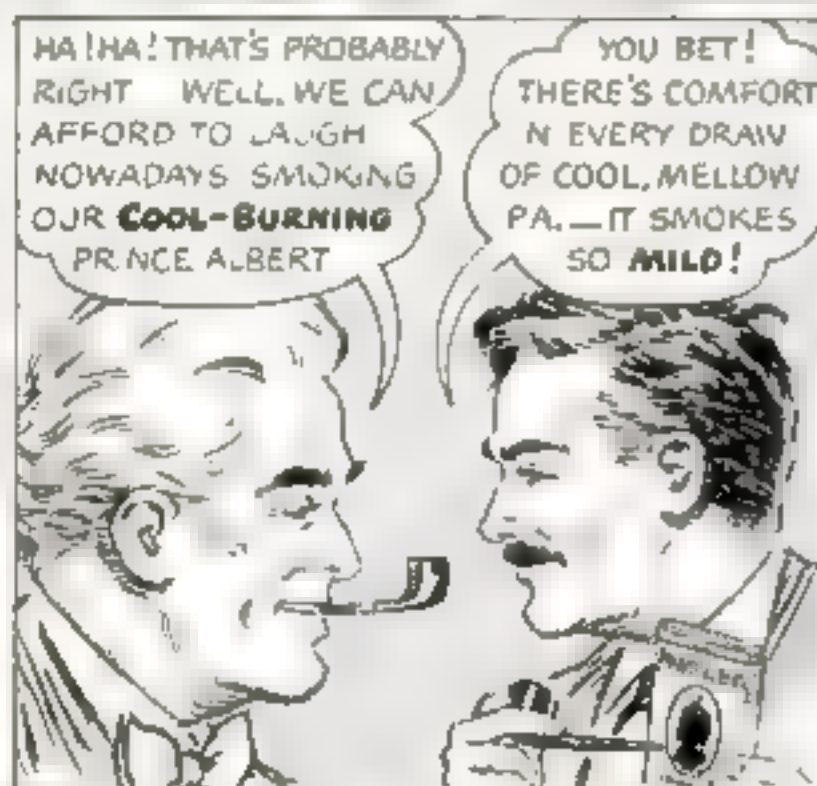
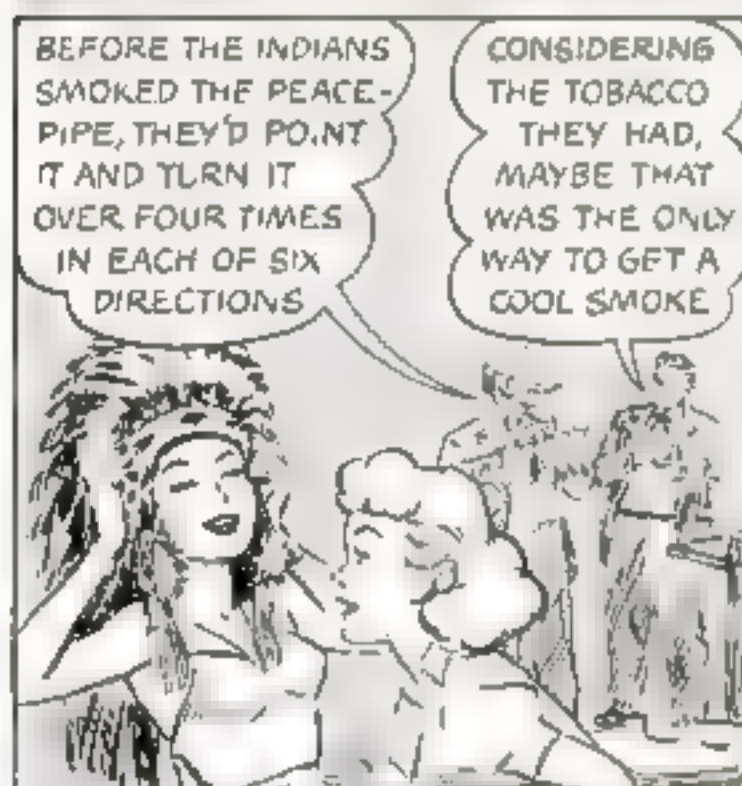
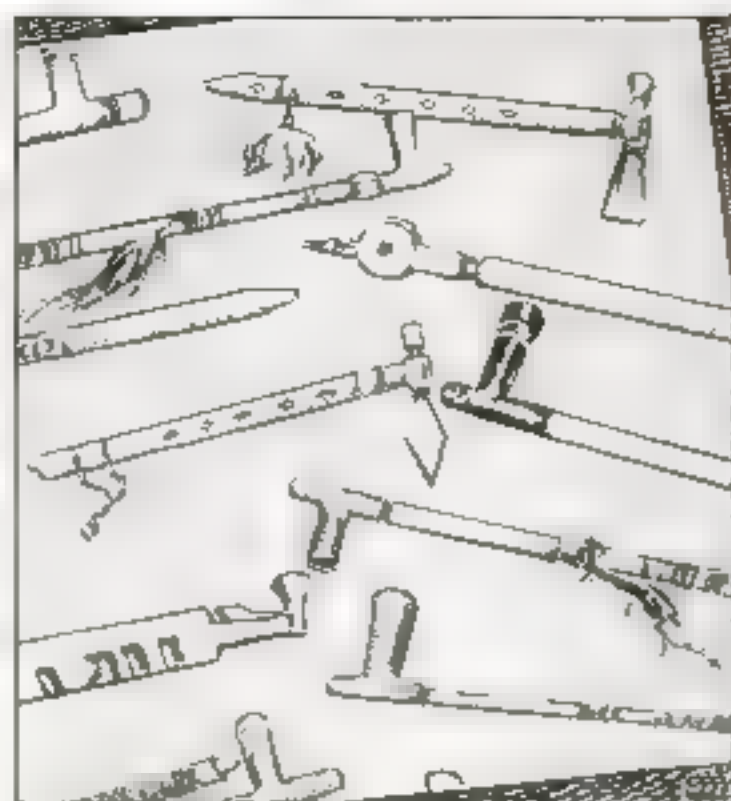
A COMFORTABLE TRIP with a relaxing night of sleep in a thoroughly air-conditioned car gets you there looking, feeling your gay best! Pullman travel does not "frustrate" your nerves and appearance.

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IN RECENT LABORATORY "SMOKING BOWL" TESTS, PRINCE ALBERT BURNED

86 DEGREES COOLER

THAN THE AVERAGE OF THE 30 OTHER OF THE LARGEST-SELLING BRANDS TESTED—COOLEST OF ALL!



DECLARE A TRUCE ON TONGUE-BITE!

PRINCE ALBERT'S CRIMP CUT AND NO-BITE PROCESS CLEAR THE WAY FOR SMOOTH, MILD PIPE PLEASURE

P.A.'S GOT THE RIGHT CUT FOR PERFECT PACKING, EASY DRAWING, AND EVEN BURNING

ROLLING'S A SIGHT FASTER WITH PRINCE ALBERT, TOO. NEATEST, FIRMIEST 'MAKIN'S' SMOKES BY A LONG SHOT

50 pipefuls of fragrant tobacco in every handy tin of Prince Albert

PRINCE ALBERT
THE NATIONAL JOY SMOKE

PARIS UNDER THE SWASTIKA (continued)

authorities have sent peddlers with tip carts (called here *pousse-pousse*) with bananas and oranges to the streets, where the soldiery jumps at a chance to buy them.

With each passing day more stores, cafes and restaurants open. Yesterday higher German officers were comfortably installed at Maxim's and Larue's on the Rue Royale.

For humbler folk there were brass-band concerts at such spots as the Rond Point des Champs-Élysées and in the parks. At midnight, with all traffic ceased, all houses empty, Paris seen by moonlight from the high balconies resembles some lost city discovered by archaeologists. Not only is it weirdly silent but, even more strangely, without gasoline-fuming traffic the night, even in the heart of Paris, is heavy with the scent of flowers, shrubs, trees and earth.

Paris, June 27

Throughout the city are panic-stricken families. One mother who lives in a single rickety room with six ragged starved-looking children said: "I spent my life savings to evacuate my family. I returned to Paris when told there were jobs. I've waited hours with thousands of others left destitute by the war. The answer is, come back next week. Come back later. There are no jobs. My only sources of food are soup kitchens where thousands wait for hours to receive a pail of *pot au feu* without meat."

Food and drink regulations have been re-established, harsher than before. The patient Seine fishermen are out in force, trying to get *gonjons* to nibble at their lines.

At the request of authorities many stores and restaurants opened, only to close at once for lack of supplies. Said one shopkeeper: "How can I sell shoes when I have only small sizes on hand and no chance of restocking? I have no papers nor boxes nor strings for wrapping. I can get no money from the bank to pay my employees."

Laundries can't wash because they have no coal for heating. Dry cleaners have no gasoline. Restaurants find it more and more difficult to obtain food. Cobblers lack leather.

Paris, July 9

Paris' brief honeymoon with her conquerors is over. The rosy-checked Thuringian farmboys round whom Parisians gathered to chat and hear news have moved on to future fighting. They are replaced by gray-faced older troops of occupation and by vaguely sinister functionaries past whom Parisians walk with sidelong distrustful glances.

The Germans have turned back the civil administration to French mayors, councilors and other officials, with a list of *streng verboten*. Some *verborens*: cutting through troop columns; remaining out after curfew; gathering in groups on streets; printing leaflets; workers quitting their jobs or employers refusing work to their employees; publishing news prejudicial to the Reich; listening to foreign radio broadcasts in public. For possession of arms the penalty is death.

The French civil administrators have learned nothing. They are still under the impression that wars can be won and nations made great by never telling anybody anything but writing everything down in purple ink in very large books. They have simply doubled this red tape or *chinosseries* as they call it, although I don't know why the French should make the Chinese the goats for their own worst characteristic.

Paris, July 20

Together with the Government the Parisian press left the capital at the beginning of June and divided itself among the most important provincial centers. For about a week Parisians were deprived of information and newspapers. Finally four new dailies appeared, to which must be added three weekly publications. Fundamentally these papers are Fascist, anti-Semitic and pro-German.

The D. N. B. (German official agency) is the only news source

CONTINUED ON PAGE 79

At the border between Occupied and Unoccupied France, German soldiers examine credentials of French civilians and disarmed soldiers. Border has since been closed.



When Winter comes . . . be prepared. Home heating comfort depends largely upon automatic controls . . . Install Chronotherm, the new Minneapolis-Honeywell "heat accelerated," clock-type thermostat . . . It automatically lowers temperature to a fuel saving level at night and restores it in the morning, saving 10 to 30% fuel. Chronotherm costs only \$18 more than a manual thermostat on new installations, or will quickly modernize your present system at small cost. The vast majority of automatic heating manufacturers and dealers standardize on M-H Controls, all others can supply them. Insist upon complete Minneapolis-Honeywell Controls including the New Chronotherm.

free . . . a 20 page booklet entitled
"A Heated Question Answered," on fuel
saving with Chronotherm. Write Minne-
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THE NEW PHILCO RADIO-PHONOGRAPH
plays any record on a
BEAM OF LIGHT!



No Needles to change!
Records last
10 times longer!
New Purity of Tone!
CLEARER HIGH NOTES
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The first basic improvement in record reproduction since the phonograph was invented! The hard, vibrating crystal and rigid steel needle are gone. Instead, a floating, "permanent" jewel reproduces any record on a beam of light, reflected from a tiny mirror to a photo-electric cell. Record wear and surface noise reduced by 10 to 1. Glorious new purity of tone rich, deep "lows" without sacrifice of clear, brilliant highs. Hear this amazing invention at your nearest Philco dealer.

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Alligator Waterproof Raincoats Now On Every Flagship!



American Airlines Selects Alligator for
UTMOST PROTECTION!
LIGHT WEIGHT!
SMART STYLE!

Every piece of equipment that goes into an American Airlines Flagship must be proved best by competitive test! In selecting smartly styled raincoats for Captains and First Officers it was proved that Alligator's exclusive process makes the fabric *absolutely waterproof, windproof and dustproof* . . . proved that it is light weight, soft and pliant, does not crack or deteriorate . . . keeps you absolutely dry always!

Take A Tip From Those Who Know . . . Get A Genuine WATERPROOF By Alligator!
 You don't need to be a Captain or First Officer to wear this smart Alligator waterproof raincoat. Alligator dealers have it in choice of colors. And the price is so modest there's no excuse for being without it. **\$7.50**

Other Alligator Raincoats \$5.75 to \$26.50
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Raincoats and Galecoats
 because . . . IT'S SURE TO RAIN!



PARIS UNDER THE SWASTIKA (continued)

these papers have. Havas has no office in Paris. Only a handful of foreign correspondents are left in Paris and they have to stand aside while correspondents who came from Berlin with the Germans speed comfortably about in staff cars. Germany won the war and its correspondents with it and as Pierre J. Huss of Hearst's International News Service said, "We've gone without coffee and eggs for two years while you guys ate at Maxim's. Now it's our turn." And he whizzed off.

Paris, July 27

Paris is set in the midst of a flourishing market-garden region on the edge of a famously rich dairy country. Even its main meat stocks came from no farther away than nearby Normandy. But so widespread was the destruction, and so total the disruption of farming and transport, that it was largely thanks to city-stored reserves that Paris merrily ate and drank its way through the first week of occupation in cheerful ignorance of how near it was to famine. The first district to be reorganized was the market-gardening *département* of Seine-et-Oise, so that after a momentary shortage of potatoes, those *sine qua non* for thickening French soup, Paris is now—by means of tricycles, pushcarts, horse-drawn farm wagons, and a motley assortment of ancient jalopies—well supplied with fresh vegetables. Due to a month's neglect, they have all overgrown to the gigantic size and tasteless toughness of American vegetables.

But everything else is getting scarcer. By the end of June Paris had finished available fresh meat stocks, and in the first fortnight of July cleaned up the reserves of frozen meats. By that time fresh meat again began to appear but in much diminished quantity, and food regulations were sharply tightened. Fish is available at expensive restaurants but not elsewhere. Grocers have cleaned out canned goods, so hard to move in ordinary times (the French, who like their food to taste, haven't taken very kindly to the modern blessings of refrigeration and the tin can), and have even managed to dispose of half-abandoned stocks from cellars whence emerge cans as dusty and cobwebby as fine old vintage wines.

Dairy products are in the worst state of all. Thousands of fine dairy cows, nearly dead with distended udders, had to be slaughtered by the Germans and canned for home consumption. Milk is thus so scarce that instead of being used for cream, butter and cheese, it must be almost entirely reserved for children under 18 months, pregnant women and the toothless aged. Butter is generally unobtainable, though it can occasionally be found in eighth-pound lots in the better districts. Eggs have become as scarce as the proverbial teeth of the hens that laid them, largely because hungry refugees raided all henroosts en route to cook the birds on improvised turnspits over campfires, as thousands of piles of roadside feathers mutely testify.

These are problems of the well-to-do. For the ordinary Parisian the problem is far grimmer. I saw children and aged women begging food from German soldiers. Prostitution has increased among the laboring classes for lack of other income.

On June 26 there were 1,800,000 unemployed in the occupied district and the situation has not improved much since that date. Practically every day the authorities announce the *reprise économique*—everything is about to open up. But the *reprise économique* is like Hoover prosperity and every week its announcement is greeted with grimmer laughter.

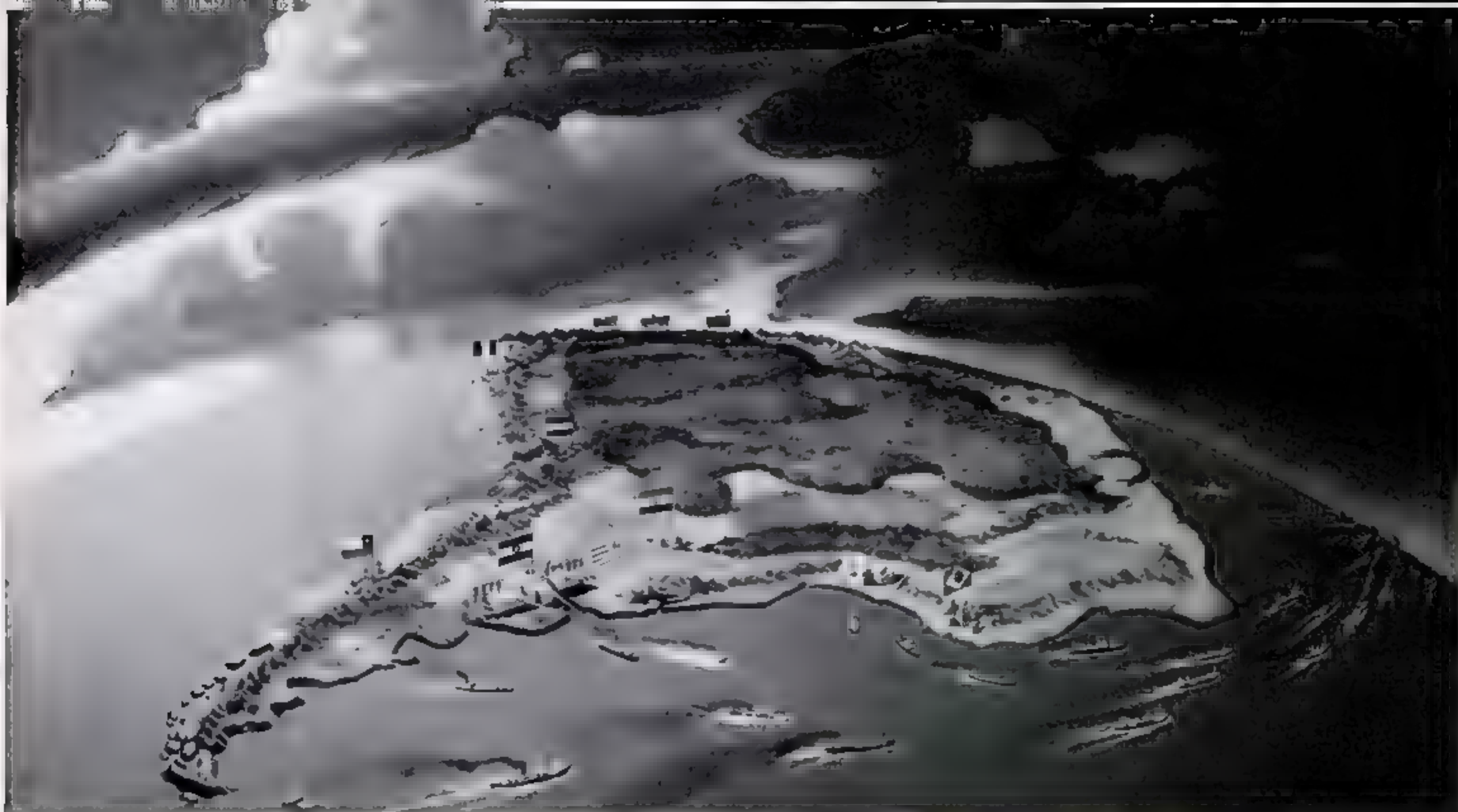
Paris, Aug. 2

Retail trade is largely created by the Germans, who are buying up everything in sight, especially silk stockings and perfumes for their womenfolk back home. For money they use occupation marks, which are identical with regular marks except that they lack the white strip at the edge and their promise-to-pay is significantly unsigned. Asked who would redeem them, a tipsy German officer in a cafe laughed, "Why, the Bank of England."

CONTINUED ON PAGE 81

Nazi soldiers enjoy a swim along the French coast, but although this is their recreation they somehow manage to fall into step and march up the beach in drill formation.





The 90 million Americans who may go to work for Hitler

SOUTH of the isthmus of Panama, like a fat pear hanging upside down from a slender stem, lies a continent inhabited by 90 million people—South Americans who may have to work for Hitler.

Already the conqueror is reaching greedily for the South American pear. Already the Nazi advance agents crawl over it like beetles... searching out the soft spots... nibbling at morale... burrowing tunnels underneath the surface.

► Whether these moves by Nazi Germany mean *Blitzkrieg* or *Handelskrieg*—military thrust or trade war—they promise to put Uncle Sam on perhaps the hottest spot of his career.

For although the Americas have, of late years, given the "Good neighbor" idea more than lip-service, they are off to a late start. The two continents in this hemisphere have, for centuries, drawn their oceans about them like blankets... have had for each other that distrust which has its roots in ignorance.

Now, with the clock of Europe striking the eleventh hour, once again it appears that ignorance—like crime—does not pay.

► Colombia, with its two-ocean seacoast... Venezuela, teeming with oil... Ecuador, whose Galápagos Islands command the Southern approach to the Panama Canal... Bolivia, which may have to become sole U. S. source of tin... Argentina, Europe's potential breadbasket... Brazil, bigger than the 48 United States and four-fifths as large as Europe...

Through no act of its own, every one of these nations has, overnight, become a potential powder keg under Uncle Sam. With the U. S. still unprepared, with a two-ocean Navy four to six years away, there is good reason for furrowed brows in Washington.

► Should we give up hope? Watch the South American stars drawn into the Nazi constellation? See our trade arteries severed and our life blood drained away?

No. For, in addition to the moves being made in Washington, there exist forces which can help thwart the Nazi pull of gravity. These forces are the newspapers of both continents.

South and Central America have about 750 papers—a good share of which practice top-flight journalism.

► Peru's *El Comercio*—101-year-old daily... Chile's *El Mercurio*—founded in 1827... Argentina's *La Nacion*, *La Critica*, and the great *La Prensa*, one of the most influential newspapers in the world... Brazil's Portuguese-language *Correio da Manhã*... are newspapers of which any nation could be proud.

And since the Nazi hordes poured into Holland, South American papers have stepped up their U. S. news. The Brazilian or Argentine newsreader can now discuss the Third Term issue as intelligently as he can the Havana conference. Even U. S. comic strips are a daily feature. Popeye the Sailor caused a near-crisis in the spinach market.

► But what's true south of the isthmus is less true north of it. The average U. S. newsreader, business man, industrialist, knows less about Buenos Aires or Rio, than he knows about Berlin or Battle Creek. But he wants to know more! The U. S. press is now recognizing that it is faced with a tremendous challenge—the discovery of South America.

There are signs that progressive papers, large and small, are accepting this challenge. Crack correspondents—men like William Simms of Scripps-Howard; Walter B. Kerr Jr., of the N. Y. Herald Tribune, and Wayne Thomas of the Chicago Tribune, have been—or soon will be—filing stories direct from the trouble spots. Throughout the country, AP and UP South American

dispatches are finding their way into print, instead of into Editors' wastebaskets.

► And the Weekly Newsmagazine, as the national U. S. newspaper, is in the forefront of this march of enlightenment.

Staff correspondents, researchers, and photographers for the entire TIME family—TIME, LIFE, FORTUNE, and the MARCH OF TIME movie—have all helped to build up a remarkable reservoir of South American facts, contacts, and first-hand experience.

This invaluable background constantly enriches TIME's news from the southern continent. And now TIME is further increasing its coverage... opening a new office in Buenos Aires, expanding its staff in Rio... digging for more and fuller stories from every Latin-American city.

► Moreover, TIME's news wires run both ways. TIME now supplies U. S. news to selected South American papers—news that, in these grave new days, makes important headlines.

True words and straight facts are weapons—weapons to be turned against ignorance, indifference, and fear. TIME is supplying these true words and straight facts in a battle unaccompanied by gunfire—but as critical to the U. S. as Saratoga or Gettysburg.

In these days of crisis, the free press is more than ever a vital force in making our democracy a living, working success. Therefore, TIME is seeking, in this series of advertisements, to give all the readers of LIFE a clearer picture of what the press in general, and TIME in particular, are doing to keep the people of this nation safe, strong, free, and united.



TIME

— THE WEEKLY NEWSMAGAZINE



Mrs. E. De Chaine
of Maine

For Better Appearance
Fit and Comfort
consult
Your Charis Corsetiere
AT HOME

Mrs. E. De Chaine has provided an expert Home Corsetry Service to a satisfied clientele for fifteen years. She is just one of thousands of dependable, trained women through whom Charis Home Corsetry reaches every community in the United States.

Charis Home Corsetry is a complete, personal service, developed from advanced principles of figure study and garment design originated and controlled by Charis.

Your Charis Corsetiere is trained to understand your individual figure needs, to see that your garment is properly fitted and to make sure it gives complete satisfaction when worn.



Charis-designed foundations include a wide variety of models for figures of all types and ages, with many features of support and control, such as the Bend-Easy Inner Belt. Prices start at \$2.75 and include the regular, personal attention of your Charis Corsetiere. You can reach her by 'phone at the Charis Establishment, listed under Charis, or by writing to the address below.

CHARIS

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If you are interested in the congenial, well-paid profession of Home Corsetry, mail this coupon.

CHARIS CORPORATION, Dept. F, Allentown, Pa.

Please advise me, without obligation, how I may become a Charis Corsetiere.

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The latest mode of travel in Europe is to be chauffeured about on a tandem bicycle. This picture was taken in Copenhagen but Mangan reports the same scene in Paris.

PARIS UNDER THE SWASTIKA (continued)

To make life seem more normal, the authorities have encouraged theaters and cinemas to re-open. The movies show films made by French companies with German connections but the big hit is the German Army newsreel *Wochenschau*. It is infinitely better than anything the French, British or Americans have been doing, as well it might be if the report is true that the German Army cinema service has already lost 30 cameramen killed in action. Legitimate theaters, offering vaudeville and girlie shows, are spottily attended. The one German innovation which the Parisians enjoy is the excellent concerts given on the steps of the Opera and in the Tuileries Gardens by military bands under a director referred to by the newspapers—no kidding—as Herr Doktor Professor Schmidt.

Paris, Aug. 8

The Germans are referred to ironically as "guests," though the French *les invités* conveys an additional subtle overtone of reference to the way in which reactionary French officers smoothed the guests' path. Another favorite term is *ces messieurs*, pronounced with elaborate, cutting politeness. But the best term which the French, always wittiest in adversity, have hit upon is *les doryphores*. Doryphores are insects which spread the potato blight and the term beautifully sums up the distaste of the French for seeing their guests perpetually stuffing themselves with boiled potatoes.

Coimbra, Portugal, Aug. 18

Since the beginning of the war, though personally strongly anti-Nazi and sending practically no military news, I had enjoyed the uncomfortable distinction of being Paris' most censored correspondent. I was dubiously honored by a special Deuxième Bureau (Intelligence Section) investigation, which cleared me with the comment that my neutrality was "excessive," my sense of humor "extremely irritating" and my political analyses and predictions disquieting.

Hence, when I dug in in Paris to report its bombardment and capture, I expected shelling but not the shell game by the reportedly broadviewed German Press Ministry. That, however, is what I got. Whatever shell we looked under, the pea was not there. Formidably polite officials sent us on a run-around to others equally polite, equally imprecise, equally determined to do nothing, referring everything to Berlin, postponing interminably and maintaining a maddening secrecy as to who was the responsible press chief.

I was awakened the morning of Thursday, Aug. 8 by thunderous pounding on my apartment door. There stood the Inspector of Police Prefecture with another lurking in the hallway. He flashed an under-lapel badge, politely but firmly insisted that I accompany him to the prefecture "to receive an important communication from the political section." The walk through taxiless and busless Paris was an excruciating examination of conscience with visions of dungeons, concentration camps, etc. But at the prefecture high officials, exuding sympathy but scrupulously refraining from showing it openly, read me a communication from the German authorities: "The presence in the occupied zone of the American journalist, Sherry Mangan, can no longer be tolerated. He must leave its soil no later than Aug. 12."

Investigation of my French police dossier revealed it virgin, surprising the authorities, delighting me and avoiding complications. It proved impossible to get any clear statement from the German authorities as to the reasons for expulsion. German authorities, with the same bland, exasperating politeness regrettably found it impossible to give me two days' authorization to use a gasolineless car, hence a whole houseful of furniture, library and clothing had to



The horse has come to stay, temporarily at least, in Copenhagen where horses pull a brewery manager to work in his limousine. Parisians have also copied this idea.

be abandoned. My Paris luggage was pushed to the station in a tip cart by a kind friend, and lighter pieces carried via the roundabout subway route by loyal press colleagues.

Next morning everything suddenly became highly diplomatic: all customary formalities were waived and one heel-clicking, waist-bowing Colonel Barg, with full protocol and great courtesy and amiability, informed me that my passport would be handed me at exactly 3 p. m., permitting crossing the frontier the same night. But at the frontier a bullying little squirt of a lieutenant coolly stated that Colonel Barg did not exist and spitting grape seeds as he talked refused to permit me to take out any dollars as Barg had presumably arranged. He ordered the customary hne-tooth baggage examination and generally managed to leave a nasty, discrediting impression of the German Army, which elsewhere had been exemplarily correct, however unco-operative.

Cuimbra, Portugal, Aug. 25

To date no liberative movement, either nationalist or revolutionary, has shown signs of arising in France to give concrete direction to gnawing discontent. Though the German-controlled Paris press hammers furiously at the Vichy Government, Parisians wisely recognize that the Vichy Government, wobbly and temporary though it is, is making a skilful fight against the Germans and follows its doings with interest. They simply do not understand the strange American notion that the Vichy Government is just a German puppet. The de Gaulle "government" in London is considered a bad joke.

Meanwhile Paris itself, despite the gradual homeward trickle of refugees, seems a ghost city. Industry does not revive, everything is stopped, life is somnambulistic, all is uncertain. It's as if Paris were holding her breath till the English campaign's outcome is determined and a definitive peace signed. Foot-slogging Parisians dully watch thousands of German civilians, especially women, arriving daily and smile at the controlled press's angry denial that any of these are officers' wives or evacuees from the heavily bombed Rhineland and Ruhr. They note without visible sympathy the gradual disappearance of the English in Paris who after six weeks of total unmolestation began to be rounded up in reprisal for English measures against Germans in England. They watch with sad respect the interminable lines of women in the front offices where news of prisoners, dead, wounded and missing are obtained.

The most striking change in Paris life is transportation. Apart from German Army cars and a few French engaged in food supply, everyone is on bicycles or walking or diving into the suffocatingly crowded Metro. No buses, no taxis, no private cars. For example, a wealthy Paris broker who used to be driven to his office each morning in a car by a chauffeur is now seen on a tandem bicycle, with the chauffeur steering and pedaling on the front seat. One really charming touch is the reappearance of carriages, which the well-to-do have brought up from their country estates, so that the fashionable Rue Royale now has many a barouche or victoria with cockaded coachman pulling up to Maxim's or Larue's. All this is very amusing but appallingly inconvenient.

The expected epidemics fortunately failed to materialize, and health is good, even suicides being up only 30%, but the food supply is dwindling fast and restrictions are getting tougher daily. In all but the most fashionable neighborhoods long queues are in front of the good shops and unnumbered thousands of working-class Parisians whose factories have not re-opened are reduced to the popular soup kitchens. Nazi propaganda has no effect on them: they hate Hitler equally with Reynaud, Laval and de Gaulle, but so far their anger is only a subterranean rumble.

No doubt about it

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and here's the reason

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● Experts know that all gins are not alike. And Gordon's has Liqueur Quality and High Proof, 94.4. That's an important advantage. For it assures you richer flavor, velvety smoothness—drinks that never taste thin. So ask for Gordon's when ordering gin by the bottle or the drink.

Licking-and-sticking is out!

LAST WEEK'S SPECIAL



CONNIE: I certainly need a bigger tongue when it comes to licking envelopes.

JANE: Don't tell me you still wrestle with the old lick-and-stick kind!



CONNIE: Why, of course. What else?

JANE: Self-Seal Envelopes, my dear. They seal with a touch!



CONNIE: Jane, they're wonderful! Just Lift the lower flap up, and Press the upper flap down, and the envelope is sealed!

• Licking-and-sticking went out when Self-Seal Envelopes came in! No moisture, no messiness. A touch of the finger-tips and they're sealed!

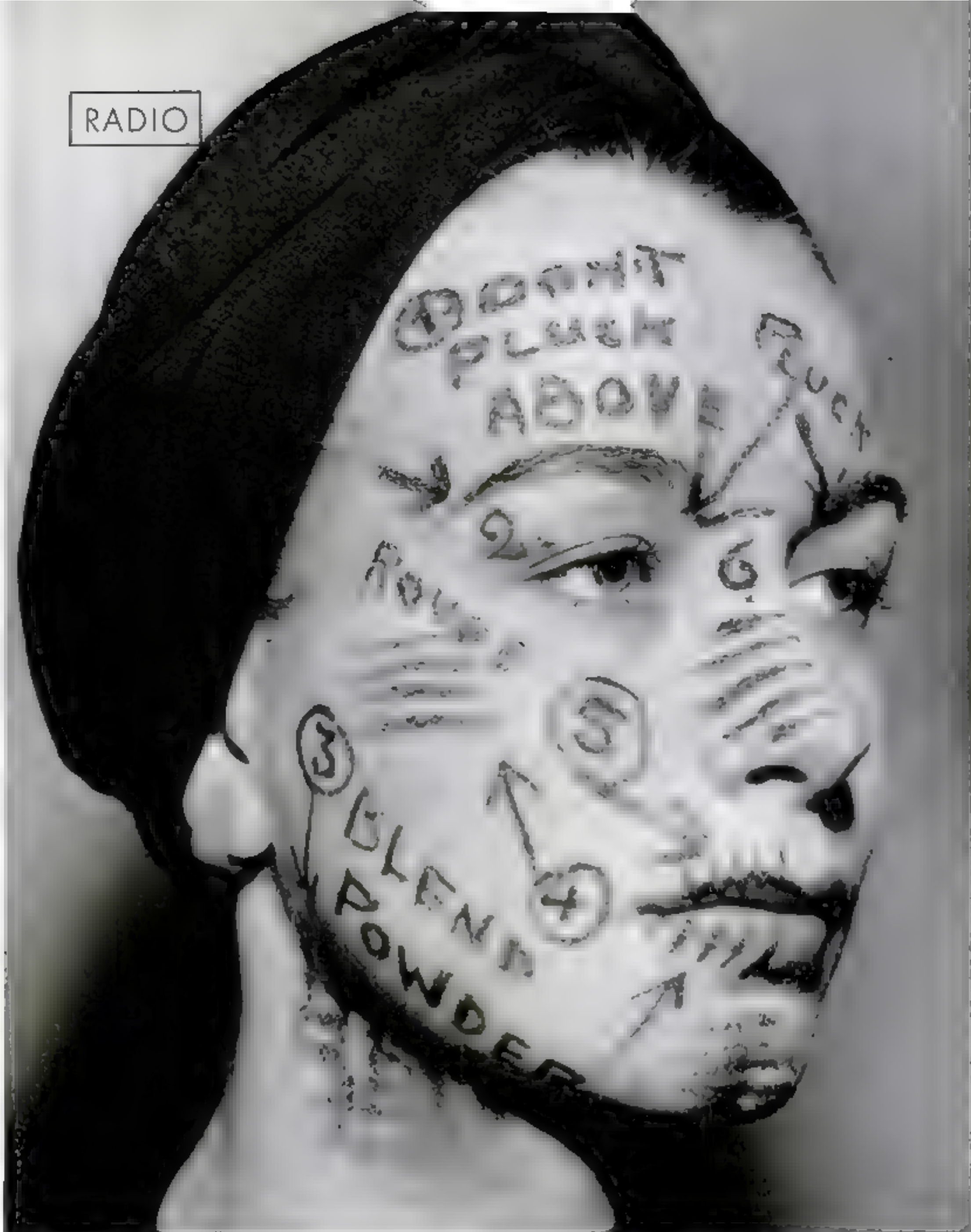
Self-Seal Envelopes are available at popular prices with paper to match or separately—wherever stationery is sold. Featured in boxes of Kellogg's Fine Writing Papers. Also in commercial form for office use.

FREE FULL-SIZE PACKAGE

For a full-size package of Self Seal Envelopes and white linen note paper to match—send your name and address, and the name of your stationery dealer to: United States Envelope Co., Springfield, Mass. Include 3c stamp to cover postage.

SELF-SEAL ENVELOPES

RADIO



Willis "Beautyscope," here marked directly on subject, tries to show the homely & hopeful how to be blithe & beautiful. Eyebrows are raised (1) by plucking below (2). Powder (3 and 6), rouge (4) and

lipstick (5) are used so as to blend facial features softly along natural lines. On the program itself (below) Experts Willis and Fitzgerald discuss their advice frankly with the subject herself.



“HERE’S LOOKING AT YOU” EXPERTS TRANSFORM THE HOMELY ON THE AIR

The three ladies shown below in classic “Before” and “After” poses are sample products of a canny new radio program called *Here’s Looking At You*, on Station WOR, Newark, N. J. The improved physiognomy is by a onetime cinema make-up man named Richard Willis, the increased chic by Pegeen Fitzgerald, designer and fashion expert. On each show they advise one volunteer ugly duckling, later take her out for a treatment and shopping tour. To listeners who send in their photographs Willis returns, gratis, marked personal “Beautyscopes.” Good feature of the program is that instead of promising breathless beauty to all comers it merely shows average people how to look their best, as in the case of Catherine, first woman below. By letting down her mouse-nest hair-do and raising her collar, the beautifiers hid her scrawny neck, added glamor with make-up and harlequin glasses. You don’t see as much Catherine now but it looks better.

BEFORE

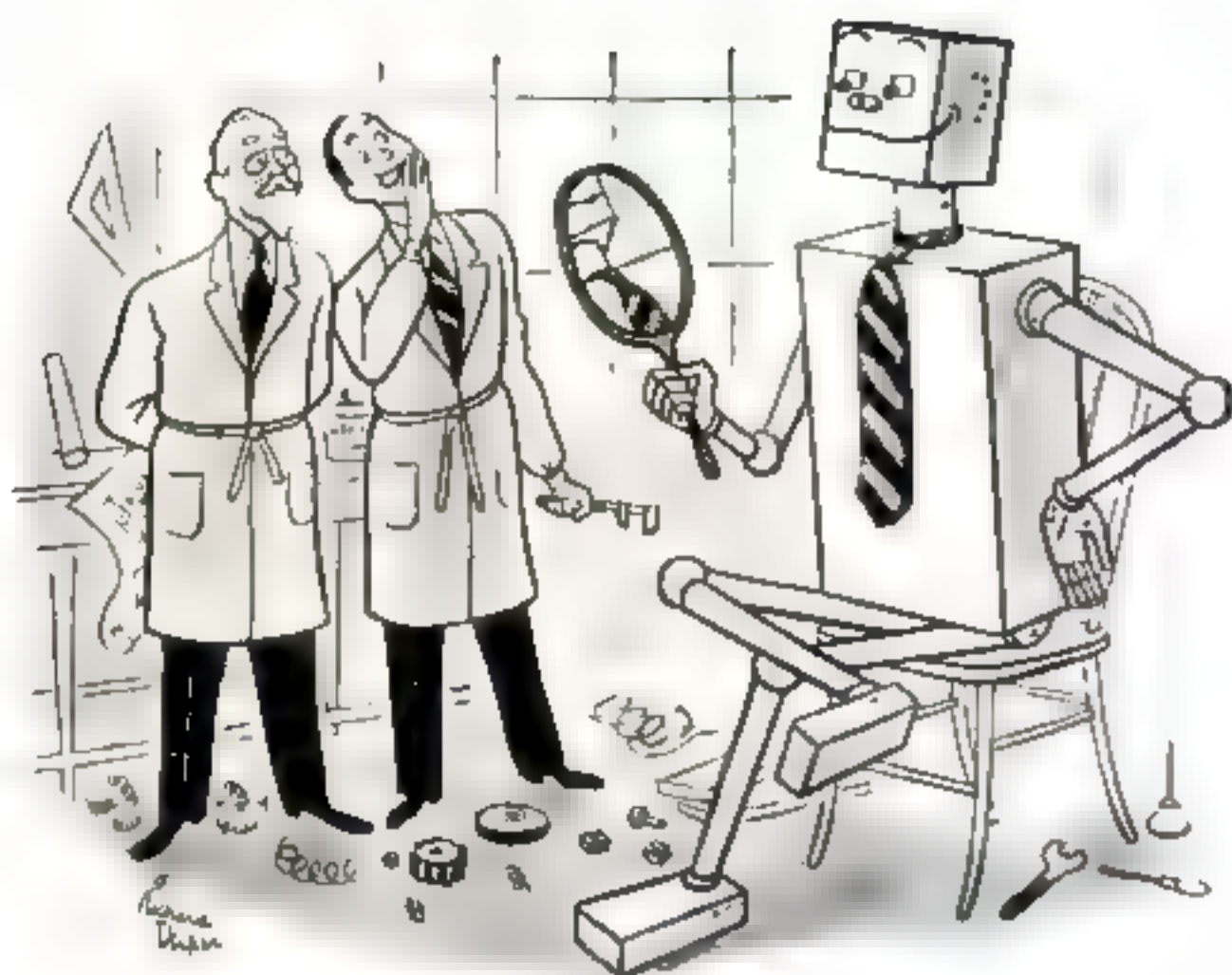
AFTER



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own taste will confirm this
Judgment of Generations



Famous
OLD FORESTER
America's Guest Whisky
BROWN-FORMAN DISTILLERY CO., INCORPORATED, At Louisville, In Kentucky, Since 1870



"First peep out of him was,
'I want an Arrow Tie, too!'"

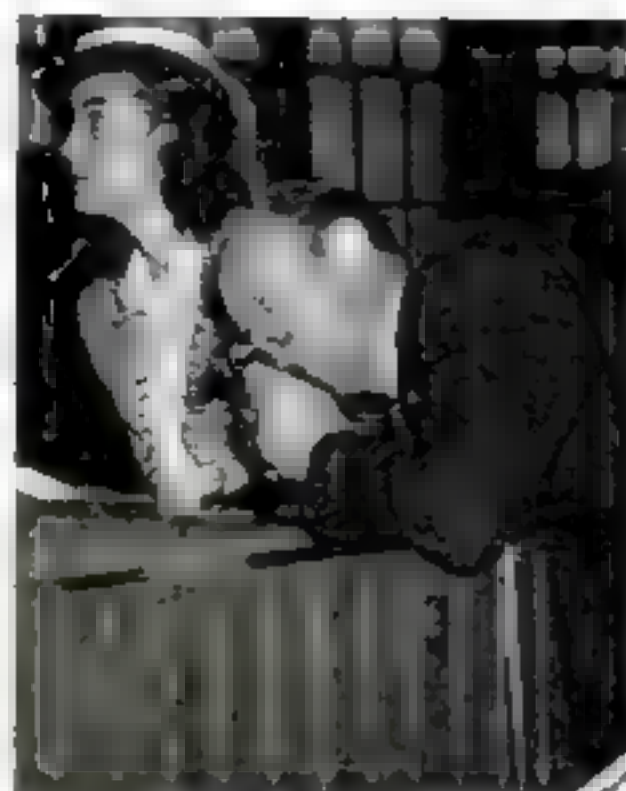
• The mechanics of looking your best are simple—just pick some Arrow Ties and see what they do for you! Arrow Ties are in rich fabrics designed to go specially well with your suits and shirts. They're perfect-knotting, wrinkle-resistant. See them at your Arrow dealer's. \$1.00, and \$1.50.

ARROW TIES

As Outstanding as Arrow Shirts

Made by Cluett, Peabody & Co., Inc.

LIFE'S PICTURES



Carroll Van Ark, LIFE's photographer of the week, was an unimpeachable amateur a year ago. He went to lectures on cameras, read armfuls of technical books and fussed with his Contax and Rollei. Like many another amateur he contributed pictures to Zeiss's national show, entered a contest held by the Packard Motor Co. at the Auto Show last March. Using his pretty wife (see cut) as a model, he took a picture that won second place among 25,000 contestants and got him a Packard sedan.

His amateur standing was still unimpaired, however, until he went vacationing on the Isles of Shoals this summer and found 165 Unitarians and Congregationalists holding their annual religious conference. When LIFE accepted his photographs of the event (see pp. 88-91), Mr. Van Ark's amateur standing was ended at last.

The following list, page by page, shows the source from which each picture in this issue was gathered. Where a single page is indebted to several sources credit is recorded picture by picture (left to right, top to bottom), and line by line (lines separated by dashes) unless otherwise specified.

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2—GEORGE STROCK
4—LONDON DAILY MIRROR
6—BILL WALLING for WALTER WANGER PRODUCTIONS
10—ERNEST KIRBY—INT
11—OSCAR JACOBSEN
12, 13—LYNWOOD M. CHAFF from "LOOK AT LIFE!" published by ALFRED A. KNOPP—GAYLE PICKWELL from "ANIMALS IN ACTION" published by WHITTLERY HOUSE
15—GAYLE PICKWELL from "ANIMALS IN ACTION" published by WHITTLERY HOUSE
16—LONDON NEWS CHRONICLE—INT
20—Map by MONS. SODARO & STOCKMAN
21—Li col. GILES from B. S.—KEY—KARGER-FIX, et col. maps by MONS. SODARO & STOCKMAN
22—Li col. maps by MONS. SODARO & STOCKMAN, et col. HERRICK B. BROWN—WALLACE KIRKLAND—W W
23—J. GILBERT BENNETT—map by MONS. SODARO & STOCKMAN
24—JOHN PHILLIPS—MOVISTONE NEWS—CARL M. MYDANS, A. P.
25—OTTO HAEGL
26—GEORGE RODGER etc. col. of LONDON DAILY MIRROR
27—ACME—GEORGE RODGER, MAGER from LONDON "ILLUSTRATED"—MAGER from LONDON "ILLUSTRATED"
28—N. Y. DAILY NEWS
29—GUT
30, 31—INT.
32—W W
37—DR. GEORGE F. ROBB & ISRAEL STEINBERG, DR. GEORGE F. ROBB & ISRAEL STEINBERG AND AMERICAN JOURNAL OF ROENTGENOLOGY, HANSEL MIETH, DR. GEORGE F. ROBB & ISRAEL STEINBERG
38, 39—E. M. PRERET CLAIRBONT & NICHOLS
40—HANSEL MIETH
43, 44—ELIOT ELISOFON
51—HERBERT GERR—HERBERT GERR—map by TOBIAS MOSS
52, 53—HERBERT GERR
54—57—EISENSTADT-FIX
58, 59—FUTER STACKPOLE
60—DAVID E. SCHERMAN—map by TOBIAS MOSS
61 through 71—DAVID E. SCHERMAN
72, 73—WERNER WOLFF-CAMERA FEATURES
74, 75—W. W., ACME, DEVER from B. S.—STED JONES—ACME (2), A. P., ACME (3)
76—INTERPHOTO
78, 80—ACME
82—W W
84, 85—HERBERT GERR
88, 89, 90, 91—CARROLL VAN ARK
92—BOB HARRY SALLONS
94—CER. W W
96—ST. LOUIS POST-DISPATCH
ABBREVIATIONS: BOT., BOTTOM; CEN., CENTER; COL., COLUMN; LT., LEFT; RT., RIGHT; T., TOP; A. P., ASSOCIATED PRESS; B. S., BLACK STAR; INT., INTERNATIONAL; KEY, KEYSTONE; W W, WIDE WORLD



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10 Full Quarts of Zestful
Charged "FIZZ-WATER"
and you can hold them
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Economical, convenient...good mixers everywhere know the Sparklet Syphon and Sparklet Bulb as the sign of a smart host or hostess. The Sparklet Way is the common-sense way to keep a supply of sparkling water on hand for every occasion. If you don't own a Sparklet Syphon now, get one from your nearest dealer. New Sparklet, Standard (Polished Chrome) \$5.00. New Sparklet, DeLuxe (Stainless Steel) \$5.95. If your dealer can't supply you, write direct.

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Live, sparkling club soda—freshly charged when you need it—makes better drinks because Sparklet Water mixes as it enters the glass. Add zest to any mixture by using Sparklet live charged water.



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5 Bulbs . . . 40c
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25 Bulbs . . . \$1.75
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THE SPARKLET WAY IS THE
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Remember the village blacksmith?
A character in his day.
Today remember Ronrico Rum,
It has character, too, you'll say.



Ronrico Rum is a sturdy spirit — robust, rich and mellow. This richness and mellow-ness are born of distilling skill. To know how different Ronrico is from the average rum, let your palate decide. Good taste, distinctive bouquet and mellow aroma give Ronrico the character which has brought it nation wide popularity. Remember to ask for this superb rum of traditional excellence.

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"...total war is a science which Germany has mastered..." from Nazi "Baptism of Fire" sequences in "THE RAMPARTS WE WATCH."



"...parachute troops cause great panic and confusion, particularly among civilians..." from Nazi "Baptism of Fire" sequences in "THE RAMPARTS WE WATCH"

Nazi "Baptism of Fire" sequences now super-charge America's most important feature picture!

MORE THAN a year and a half ago, LIFE and TIME and THE MARCH OF TIME started to make a feature-length motion picture—"THE RAMPARTS WE WATCH."

This utterly *new kind* of movie was inspired by the increasingly ominous trend of world events. It sought to recreate for Americans the great crisis they had faced a scant generation ago, and to examine certain inexorable forces threatening to plunge their world again into war.

The Reich Says, "No!"

It soon became evident that vital to such a film would be scrutiny of a German production called "Baptism of Fire"—the notorious Nazi propaganda movie used to terrorize,

demoralize, and soften up for ultimate conquest Norway, Roumania, and the Low Countries.

But German censorship raised obstacles.

A few weeks ago, the imminence of national danger and the urgency of such problems as national defense prompted the producers of "THE RAMPARTS WE WATCH" to begin releasing their new feature film as it was—without the verboten German sequences.

Contraband Film Seized

Since then, however, prints of that significant Nazi picture, seized as contraband of war, have been secured from the Canadian Government and are now included, as origin-

ally planned, in "THE RAMPARTS WE WATCH."

So now—despite obstacles, protests, and threats of the German Government—"THE RAMPARTS WE WATCH" comes to the American screen the way it was conceived... an illuminating, inspiring portrayal of the fateful years that began in 1914, and a forthright, mighty revelation of the kind of savagery that today imperils the civilization of free men.

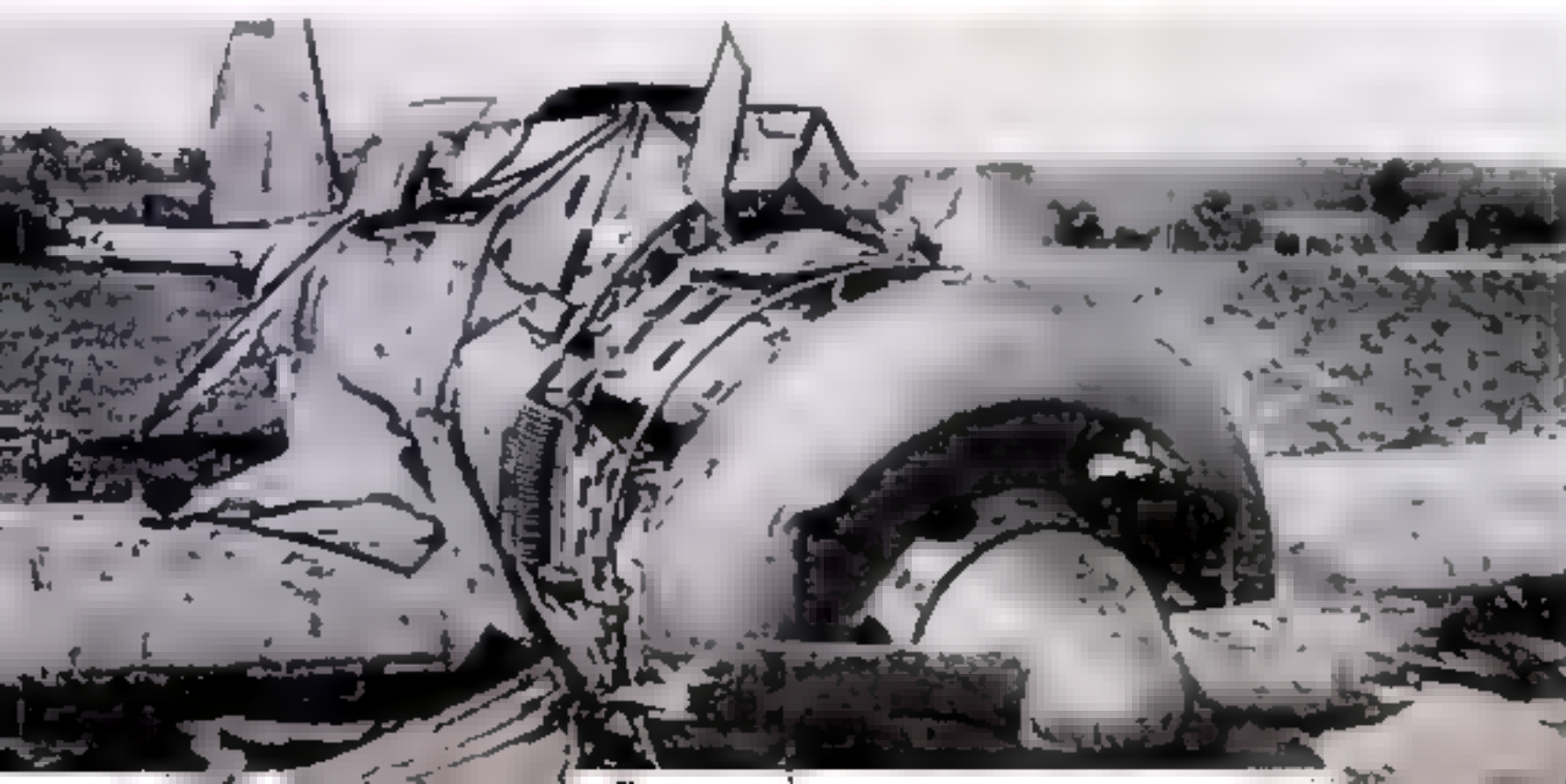
We, the Editors of LIFE and TIME, are certain that when you see "THE RAMPARTS WE WATCH," you will walk out of the theater thanking heaven that your understanding has been broadened, and your heart warmed by this great experience.

"THE Ramparts We Watch"



MARCH OF TIME'S FIRST FULL LENGTH FEATURE PRODUCTION

"...inferior air force of the enemy has been destroyed, the German air force rules supreme..." from Nazi "Baptism of Fire" sequences in "THE RAMPARTS WE WATCH"



"...those who have been of service to Germany behind the enemy lines identify persons who have persecuted them. Such persons will be shot..." from Nazi "Baptism of Fire" sequences in "THE RAMPARTS WE WATCH."





Human broadcasting station of Camp Farthest Out sends peace message to Europe's leaders. Call letters are I-O-V-E. Men's raised arms are antennas. Message was modified with hope for British victory.

Message was modified with hope for British victory.



Star Island chapel is scene of early morning service by members of Congregational conference. Chapel, first built in 1720 with timbers from shipwrecks, was

Life Goes to a Summer Religious Conference

Unitarians, Congregationalists and others gather on Isles of Shoals for fun and spiritual uplift

What the tent meeting is to the back-country fundamentalist, the "conference" is to the summertime religion of the bigger and more quiet-hearted denominations. Favorite religious conference of New England's sedate Unitarians and Congregationalists is held every year on the Isles of Shoals, eight bleak little rocks in the pounding Atlantic, ten miles off Portsmouth, N. H. At Gosport (for God's Port) on Star Island they find a 140-year-old stone chapel that has survived vanished generations of codfishers, and a commodious hotel that remembers the days when Hawthorne and Whittier summered there.

The two denominations have owned the island and its ferryboat and shared them peacefully together since 1916. Their conferences combine placid religious devotion with mild vacation fun. Most days begin with a walk at dawn up the rocky promontory to the chapel for a sunrise service. On the broad

veranda of the hotel, mornings are taken up with lectures and discussions. Evenings the conferees climb to the chapel again, carrying lighted candles which are hung from crosses on the walls to light the service.

For sport they explore Star and the other Isles of Shoals. Chief sights are the lighthouse on White, the lobster fisherman's house on Smuttynose, the gulls on Duck, the Coast Guard Station on Appledore. But everywhere they find traces of the islands' more evil past, when they were inhabited by fisher folk who burned their church for firewood and helped Blackbeard and Captain Kidd hide their treasure.

This year the conference season on the islands ended on a more energetic note. Its last two weeks were taken over by an interdenominational group headed by Dr. Glenn Clark, professor of Creative Religious Living at little Macalester College in St. Paul, Minn. Under his leadership Star Island for

two weeks became Camp Farthest Out, with a strenuous schedule of spiritual release in the arts.

Young and old, his followers swarmed out on the hotel lawns for periods of rhythmic sublimation in dancing, leaping and calisthenics. On such abstract themes as "Man's Upward Striving," they spent long afternoons in unison painting with oils and water color. Filled with a spirit of cheerful optimism after the first few days, the Campers Farthest Out thereafter found themselves breaking into impromptu choruses.

Climax of the two weeks was a spiritual broadcast for world peace. On the rocks above the surf they gathered for a half-hour's concentrated thinking of thoughts of human brotherhood. To Hitler they sent thoughts of love and peace. For re-insurance they sent to Churchill thoughts of love and, in addition, power to bring peace by a British victory.



burned for firewood in the cold winter of 1798. The present chapel was built of stone in 1800. Its belfry once served as beacon in stormy weather for codfishers



Symbolic dance is performed in gauze drapes by members of Camp Farthest Out, in expression of


a spiritual theme. Camp Farthest Out name comes from Glenn Clark's book *The Thought Farthest Out*




Snake dance through the lobby of the hotel is led by Glenn Harding, famed religious song leader. Dance is calculated to gather the less-energetic members for the evening sing session.



Song to setting sun, *Goodby Sweet Day*, written by Isles of Shoals poetess, is sung in old tradition on the veranda of hotel. Last notes die away just as the sun disappears below horizon.




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THE PRINCE OF WALES
1936



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PARK & TILFORD
IMPORT CORP., NEW YORK, N. Y.



Boy friends' names are spelled out in towels by two college-girl waitresses at Star Island hotel. In the background across the water is the lighthouse on White Island.



Painting session gathers conference members on lawn of hotel. Whether they have painted before or not, they are encouraged to express themselves boldly on canvas.




Ocean surf breaks in Maine and splashes on rocks in New Hampshire, at point where state line crosses Star Island. Submarine *Squalus* went down near Isles of Shoals.

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 408 Light St., Youngstown, Ohio

IRON GLUE

AN ELEPHANT FOR STRENGTH





Upward striving of human race is expressed by girl dancers, who in an opening of the symphony symbolizes the backwardness of human nature. Choreographer is Alice Kraft.



All-hands-round dance precedes a play. Out in front of the beach, when the new arrivals approach, island dancers do a massed routine of joyous welcome.



Candlelight service in the stone chapel is conducted for Congregationalists by Dr. Charles N. Davie. Wooden crosses holding candles were part of original 1720 chapel.

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"WHY DOES
EVERYBODY
RECOMMEND
KLEINERT'S SO
PARTICULARLY?"



"BECAUSE KLEINERT'S
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MEANS SOMETHING!
YOU KNOW YOUR PRE-
CIOUS DRESS IS SAFE
—WITH KLEINERT'S."

"GLAD YOU
REMIND ME!
I'LL BUY A
PAIR TODAY!"



"AND BE SURE TO
INSIST ON GENUINE
KLEINERT'S —
I ALWAYS LOOK FOR
THE NAME ON THE
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The "Silent Sufferer" in seat 14



1 "She twisted uneasily in her chair and was obviously distressed—I thought at first that this might be her first air trip. But when I talked to her, she told me of her trouble—that suffered-in-silence *rectal irritation* which may make the softest chair a torture seat. She told me, too, about her dread of constipation and harsh laxatives.



2 "How glad I was that I could tell her about Saraka—how it relieves common constipation in a way that such silent sufferers can be grateful for. I explained that Saraka® forms a soft and jelly-like 'softage,' kind to tender tissues...so gentle in its action that you marvel at its satisfying thoroughness. She said she'd get Saraka the minute we landed! *Dassorin plus frangula

3 "Some weeks later—she was again our passenger, and looking so cheerful I could hardly believe it was the same woman! She had tried Saraka, she said—and she told me she felt like becoming a crusader—that she'd like to tell everyone distressed by constipation with its rectal irritation... 'Get Saraka at your druggist's, today!'"



- 1 No gripping pains
- 2 No coarse roughage
- 3 No oiliness
- 4 No harsh action
- 5 Pleasant to take
- 6 Economical



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THE MODERN LAXATIVE

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PICTURES TO THE EDITORS

WATERSPOUT

SAS

I snapped this picture of a waterspout at Deerfield Beach, Fla. on the afternoon of Aug. 1.

The top of the column seemed to lead

the base as it capriciously twisted its way seaward through the Atlantic about a mile offshore.

MARTHA M. SAIT

Saratoga Inn, N. Y.



WATERED MELONS

SAS

The Broad River recently overflowed its banks near Columbia, S. C., enabling these boys from the Lottin G. Roberts Industrial School to harvest the melons

crop aquatically. After harvesting them, they were in water for the boys plucked into the field for a swim.

BR. M. RYKARD

The Columbia River
Columbia, S. C.



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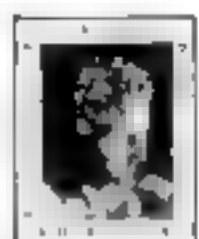
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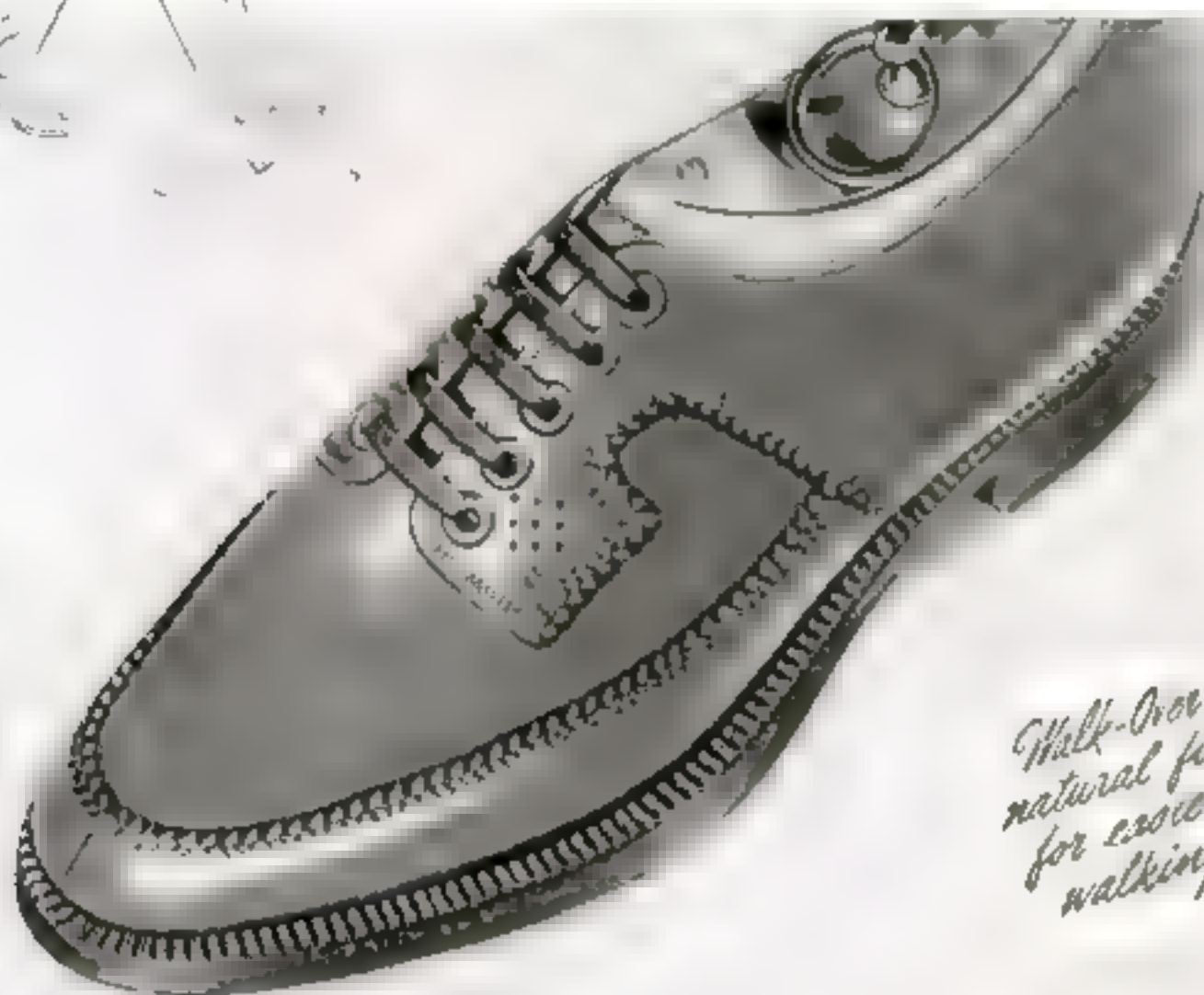
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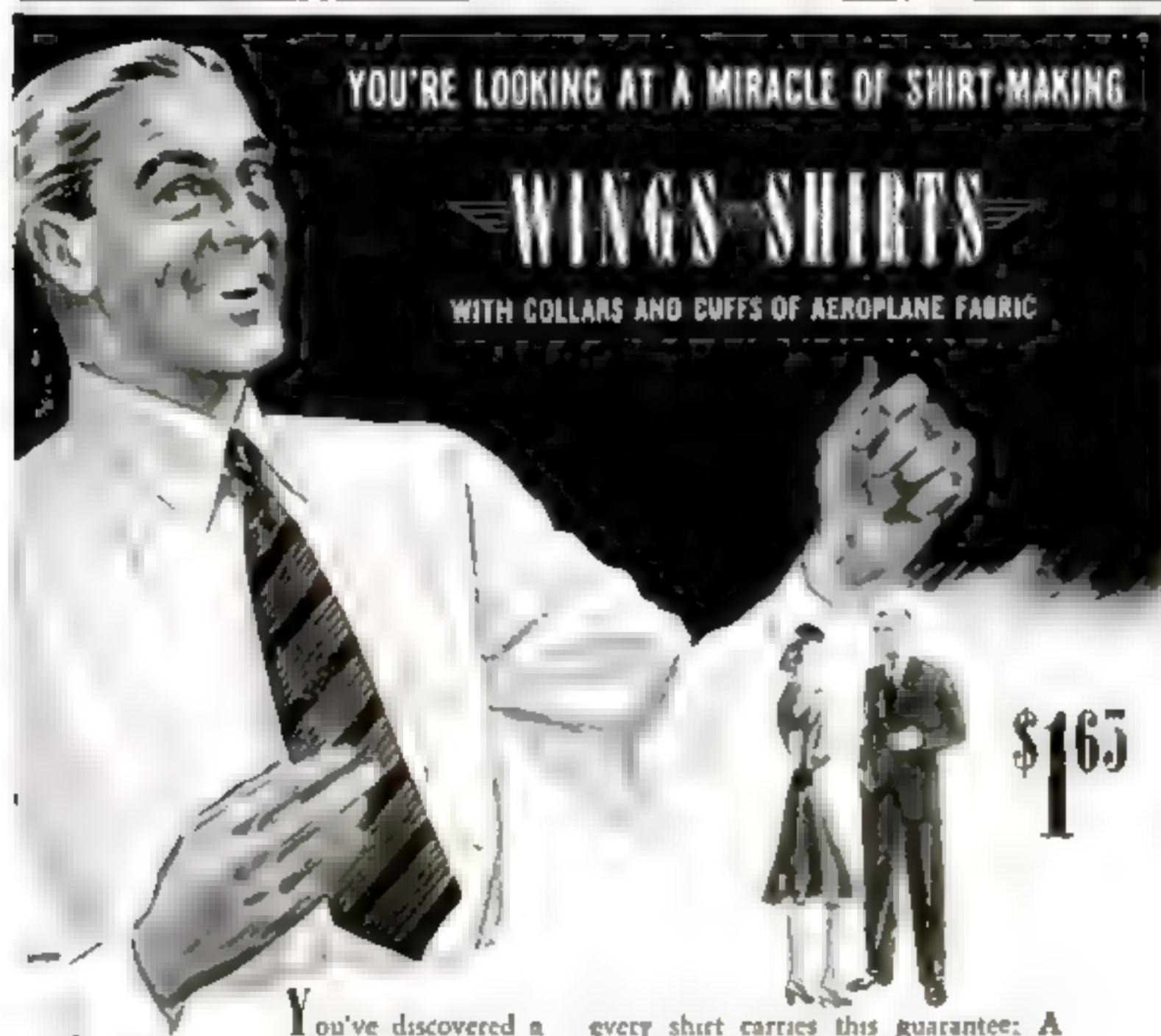
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Wrinkle-Free collar made under Colanese patent.

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PICTURES TO THE EDITORS

(continued)

WADDLING PIG

Sirs

When this little pig goes to market he hobbles along on his front feet. One of a litter of six two-legged pigs born on a farm near here, he has learned to balance himself and now waddles around quite easily.

C. D. JOHNSTON
Stratford, Ontario



STROLLING DOG

Sirs:

This is Wally the bull terrier out for a stroll on the boardwalk at Atlantic City. Wally is a Frenchman, one of a troupe of canine comedians brought over by the Georgetown Brothers just before the blitzkrieg.

EVA BURNISH
Atlantic City, N. J.



WALKING DOE

Sirs

This 2-year-old mule deer is, so far as I know, the only trained doe in the world. Under my tutelage she has learned to walk on her hind legs, high jump 6 ft. and carry a small boy on her own special saddle.

ZELLA JENNINGS
Monte Vista, Col.



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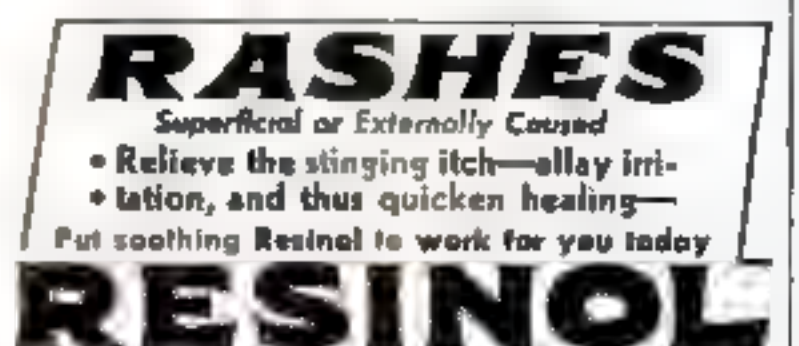


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WHEN NATURE WON'T—PLUTO WILL!



Smart Men BRACE UP WITH THE Bracer

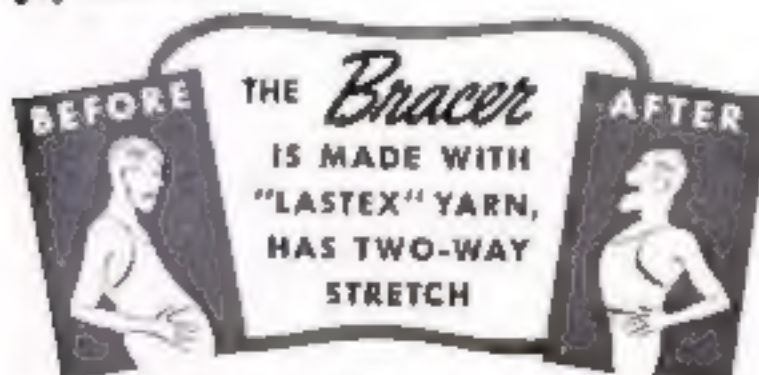


Improves appearance—gives that trim, athletic look

NO man can look his best when a bulging, sagging waistline spoils the fit of his clothes—makes him seem sloppy and old. Smart men know it's important—and easy to avoid "Mid-Section Sag"—keep that trim, athletic look. Just brace up with The Bracer! Remember, when you look better, you'll feel better, too!

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At department, drug, men's apparel, sporting goods stores and physicians supply houses.



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City _____ State _____

My dealer's name and address is _____

PICTURES TO THE EDITORS

(continued)

INSECT COLLECTOR

Sirs:

This is the time for fish flies at Lake Winnipeg—much to the annoyance of bathers. A good half of the squadron that landed on my friend got away before I could click the shutter.

H. B. CHIPMAN

Winnipeg, Manitoba



TALE OF TWO DOORS

Sirs:

In Palmyra, Ohio, stands an old brick building which was formerly a tavern. The reader may have one guess as to which door led to the taproom.

MARTHA E. BONHAM

Cleveland Heights, Ohio



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ADDRESS.....
SPRATT'S DOG BISCUIT FOODS

PICTURES TO THE EDITORS

(continued)

NEGRO ELKS

Sirs:

These pictures were taken during the recent convention of the Negro Improved Benevolent and Protective Order of Elks in St. Louis.

While gaping onlookers lined the curbs,

Grand Exalted Ruler J. Finley Wilson led his followers on a festive four-mile parade through the streets of the Negro section.

ARTHUR WITMAN

St. Louis Post-Dispatch
St. Louis, Mo.



WOMEN'S DRILL TEAM MARCHES IN FULL EQUESTRIAN HUNTING ATTIRE



GRAND EXALTED RULER WILSON



DETROIT RIDING-CLUB QUEEN



AFTER PARADE: FRIED CHICKEN, BEER AND RELAXATION AT ELK'S REST

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GARTERS • BELTS AND
SUSPENDERS TO . . .

elect
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easily

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A. STEIN & COMPANY
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"The
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MIFFLIN
ISOPROPYL ALCOHOL
RUBBING COMPOUND

AT DRUG,
DEPARTMENT
AND 5c AND
10c STORES

Simply Topping!

HUNGARIAN CHOCOLATE FROSTING with the enticing, rich flavor **BAKER'S CHOCOLATE** gives

An easy way to make your plain cakes **FESTIVE!**

Whisk together your easiest one or two-egg cake . . . or take a ready-baked cake from the baker's . . . heap it and swirl it with this smooth, luscious frosting . . . and my, oh my—you have a cake fit for Sunday!

Note what a honey the recipe is. Simple, quick, no cooking time to worry about—yet it gives you a frosting that spreads like a dream, stays firm but moist, and is simply brimming with luxurious richness a plain cake needs!

RECIPE

- 3 squares Baker's Unsweetened Chocolate
- 1½ cups sifted confectioners' sugar
- 2½ tablespoons hot water
- 3 egg yolks
- 4 tablespoons butter

Melt chocolate in double boiler. Remove from boiling water, add sugar and water, and blend. Add egg yolks, one at a time, beating well after each. Add butter, a tablespoon at a time, beating thoroughly after each amount. Makes enough frosting to cover tops and sides of two 8-inch layers. (All measurements are level)

FOR PERFECT RESULTS, FOLLOW THIS TESTED RECIPE EXACTLY, USING BAKER'S CHOCOLATE

And here's how the experts do those yummy swirls!

Have frosting "blobby"—not stiff, not runny. It is ready to spread when it is thick enough to hold up and form little ridges in the bowl; or, when you lift a bit on the point of your spatula, to stay on in a smooth blob, without dropping back into the bowl.

Have your cake cool and tidy! If the cake is hot, the frosting may melt and run off, or it may soak into the cake. If cake is crumbly, the frosting will look rough. Before you begin to frost your cake, always brush sides and edges lightly with your fingers to remove loose crumbs.

Frost bottom layer—bottom up, if the layer has baked unevenly. Use about ¼ of your frosting and

spread with smooth strokes of your spatula from the center out almost to the edge of the layer. Then place the second layer bottom down, keeping the edges of the cake even.

Frost sides first, top last! Place a small blob of frosting on the edge of the top layer and frost lightly down the side with a swirling stroke of your spatula. Continue around cake until sides are covered (see large illustration). Heap remaining frosting on top center and sweep in broad folds lightly out to the edge. Or, if you prefer, spread frosting evenly, then make series of round swirls, using the back of a silver spoon.



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Look for the famous "Baker Chocolate Girl" on the label. Baker's Chocolate is a product of General Foods.

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● Actual color photograph—G. R. Reavis, tobacco warehouseman, inspects an extra fine lot of ripe, golden leaf.

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